

Museum Square

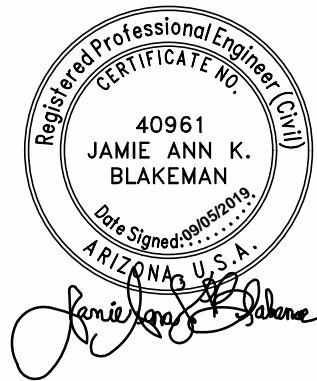
Parking Master Plan



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1. EXECUTIVE SUMMARY

Lōkahi, LLC (Lōkahi) has prepared an **update** to the Museum Square Parking Master Plan, dated September 13, 2018. The September 13, 2018 Parking Master Plan should be referenced for discussion and analysis of the 2015 Scottsdale Downtown Parking Study, special event data collection details, parking trends, parking management strategies, and the parking management plan.

The purpose of this update is to provide latest information regarding the private parking, public off-street parking, and public on-street parking stalls provided throughout the study area.

The proposed Museum Square development is generally located east and north of Goldwater Boulevard, west of Marshall Way, and south of 1st Street, also including the northeast corner of 2nd Street and Marshall Way in Scottsdale, Arizona.

Through this parking master plan, Museum Square is **requesting approval to provide the private, public off-street, and public on-street parking as detailed in this plan.**

PROPOSED DEVELOPMENT

The proposed development will include four residential buildings, the Museum Square Hotel, along with the existing Stagebrush Theatre and Scottsdale Artists' School.

- **Residential Building #1**

The proposed eleven (11) story Residential Building #1 will be located on the southeast corner of Goldwater Boulevard and 2nd Street and will include:

- 61 residential units
 - 17 one (1) bedroom units
 - 31 two (2) bedroom units
 - 13 three (3) bedroom units

- **Residential Building #2**

The proposed thirteen (13) story Residential Building #2 building will be located northeast of the intersection of Goldwater Boulevard and 70th Street and will include:

- 83 residential units
 - 27 one (1) bedroom units
 - 38 two (2) bedroom units
 - 18 three (3) bedroom units



- **Residential Building #3**

The proposed twelve (12) story Residential Building #3 will be located on the northwest corner of Goldwater Boulevard and Marshall Way and will include:

- 110 residential units
 - 71 one (1) bedroom units
 - 39 two (2) bedroom units

- **Residential Building #4**

The proposed six (6) story Apartment/Condo Complex will be located on the northeast corner of Marshall Way and 2nd Street and will include:

- 92 residential units
 - 58 one (1) bedroom units
 - 34 two (2) bedroom units

- **Museum Square Hotel**

The proposed thirteen (13) story Museum Square Hotel will be located in the northwest corner of 2nd Street and Marshall Way. The proposed Museum Square Hotel will include:

- 190 keys
- 7,000 – 8,000 sf (square feet) of conference/meeting space
- a spa consisting of 4 treatment rooms
- a fitness center
- 5,000 – 6,000 sf of restaurant space

Situated within the proposed development is the 3,632 square foot Stagebrush Theatre, located on the northeast corner of Goldwater Boulevard and 2nd Street; the 15,002 square foot Scottsdale Artists' School, located on the southwest corner of Marshall Way and 2nd Street; and the 57,806 sf Scottsdale's Museum of the West, located on the west side of Marshall Way at 1st Street. These three existing developments are all anticipated to remain as part of the build out of the proposed Museum Square.

PRIVATE PARKING – RESIDENTIAL PARKING

A total of 585 parking stalls will be provided for the Residential Buildings #1, #2, #3, and #4. There will be 423 subsurface stalls and 7 surface parking stalls provided for Residential Buildings #1, #2, and #3. A total of 150 subsurface parking stalls and 5 surface parking stalls will be provided for Residential Building #4.

The City of Scottsdale's parking requirement was calculated using Table 9.103.A and 9.103.B entitled Schedule of Parking Requirements within the City of Scottsdale Code of Ordinances, Volume II. Based on this calculation, a total of 519 residential parking spaces are required to be provided for Residential Buildings #1, #2, #3, and #4. Providing a total of 585 parking stalls, the



Museum Square development is providing 66 (13%) additional parking stalls over and beyond the City Code.

Additionally, the parking demand was calculated using the Institute of Transportation Engineers (ITE) publication titled *Parking Generation, 5th Edition* which is a publication used for estimating parking demand based on research and experiences of transportation engineering and planning professionals and has been a leader in parking generation data for more than three decades. The Institute of Transportation Engineers was founded in 1930 and is a community of transportation professionals with more than 15,000 members in more than 90 countries. All parking data within the *Parking Generation* publication includes all parking associated with the study site including customers, visitors, residents, employees, etc. Calculating the residential parking requirement based on the ITE Parking Generation results in a total of 439 parking stalls. Providing a total of 585 parking stalls, the Museum Square development is providing 146 (33%) additional parking stalls.

The 585 residential parking stalls provided for Residential Buildings #1, #2, #3, and #4 exceeds the City of Scottsdale Code by 66 parking stalls (13%), and exceeds the ITE Parking Generation by 146 parking stalls (33%). The parking calculations based on the ITE Parking Generation publications includes parking for customers, visitors, residents, employees, etc. Based on both of these calculations, the 585 residential parking stalls provided for Residential Buildings #1, #2, #3, and #4 will provide more than adequate parking for the anticipated demand.

PRIVATE PARKING – HOTEL PARKING

For the Museum Square Hotel, a separate Parking Master Plan has been completed. A total of 35 parking stalls will be designated for employee use. See the September 5, 2019 Museum Square Hotel Parking Master Plan for additional details regarding the hotel parking.

PUBLIC OFF-STREET PARKING

Based on the 2015 Study, there is a total of three (3) public off-street parking lots within the Museum Square development.

Zone 6 – Lot 33 (Stagebrush Theatre)

Lot 33 provides parking for both the existing Stagebrush Theatre as well as the public. As part of the Museum Square development this lot will be reconfigured from 57 parking stalls to 91, resulting in an increase of 34 parking stalls.

Additionally, the City of Scottsdale is evaluating adding a one (1) level subsurface garage beneath the Zone 6 Lot 33 parking lot, which would potentially add an additional 99 off-street public parking stalls.



Zone 6 – Lot 34 (Museum of the West)

Lot 34 is a subsurface parking garage under Scottsdale's Museum of the West. This parking garage will remain. The existing 130 parking stalls currently provide parking for the 57,806 square foot Scottsdale's Museum of the West as well as the public.

Zone 8 – Lot 21 (Scottsdale Artists' School)

Lot 21 is a surface parking lot utilized by the Scottsdale Artists' School and currently provides a total of 56 parking stalls. Of the 56 parking stalls, 14 are currently dedicated for private use, with the remaining 42 parking stalls operating as public off-street parking. Reconfiguration and restriping of this parking lot will provide a total of 63 parking stalls, 14 will remain for private use, while the remaining 49 will operate as public-off-street parking. This results in an increase of 7 public off-street parking stalls.

Museum Square Hotel Public Parking Garage

With the build out of the Museum Square Hotel, the City of Scottsdale is working with the Museum Square development to fund an additional level of subsurface parking exclusive for public use. A total of 160 public parking stalls (potentially ranging between 151 and 168 parking stalls to be refined in design) will be accommodated on this second underground parking level directly below the Museum Square Hotel parking level. This garage will be accessible at all times. A separate and dedicated vehicular access will be provided along 2nd Street to access this public parking level. Signing will be provided to indicate the free public parking garage.

Additionally, two convenient pedestrian accesses will be provided. One will be located on the northeast corner of the parking garage near the plaza area, and the other will be located on the southeast corner of the parking garage near to the intersection of 2nd Street and Marshall Way. Both pedestrian accesses will include an elevator as well as a stairway.

Within the Museum Square study area, the additional 34 parking stalls with the reconfiguration of the Stagebrush Theatre surface lot, the additional 7 parking stalls with the reconfiguration of the Scottsdale Artists' School surface lot, and the second level subsurface level under the Museum Square Hotel providing 160 parking stalls results in an increase of 201 new public parking stalls.

There is also discussion regarding a potential subsurface parking garage under the Stagebrush Theater. This subsurface level could provide an additional 99 public parking stalls for a total of 300 new public parking stalls in the area.

Combining these new parking stalls with the existing 57 public parking stalls at the Stagebrush Theatre surface lot, the 130 public parking stalls provided in the parking garage under the Museum of the West, and the existing 42 public parking stalls at the Scottsdale Artists' School surface lot, a total of 529 public off- street parking stalls in this area.



ON-STREET PARKING

Adjacent to the proposed Museum Square development, modifications to the existing curb lines are proposed to accommodate additional on-street parking. The majority of these additional stalls are accomplished by converting parallel on-street parking to angled on-street parking.

- **Marshall Way – 1st Street to 2nd Street**
A trolley stop formerly occupied the west side of Marshall Way. However, it has since been removed and converted to parallel parking stalls. Additionally, the east curb line is angled, which minimizes the number of on-street parallel stalls that can be provided. Both curb lines will be modified to provide on-street angled parking stalls on the west side and parallel parking stalls on the east side for a total increase of 15 new on-street parking stalls.
- **Marshall Way – North of Goldwater Boulevard**
The curb line adjacent to the Museum Square development will be modified to provide on-street angled parking on the west side for a total increase of 4 new on-street parking stalls.
- **2nd Street – Goldwater Boulevard to Bishop Lane**
The curb lines adjacent to the Museum Square development will be modified to provide on-street angled parking on the north side and parallel parking on the south side for a total increase of 21 new on-street parking stalls.
- **1st Street – East of Marshall Way**
The curb line adjacent to the Museum Square development will be modified to provide on-street angled parking on the south side for a total increase of 1 new on-street parking stalls.

In total, the Museum Square development will be modifying adjacent curb lines to provide an additional 41 new on-street parking stalls. These are typically the most desirable types of parking stalls due to their convenience and accessibility.

Additional locations nearby where on-street angled parking could be provided has been identified and discussed with the City of Scottsdale. These modifications could provide an additional 42 new on-street parking stalls. These are outside of the Museum Square developments and will be taken under consideration by the City of Scottsdale.

In total, 83 new on-street parking stalls can be accommodated within the Museum Square area. Combined with the existing on-street parking, a total of 165 on-street parking stalls can be



provided. These new on-street parking stall would require modifications to the existing roadways in the area (i.e. widening, pavement markings).

CONCLUSION

In conclusion, the private residential parking will provide 585 residential parking stalls provided for Residential Buildings #1, #2, #3, and #4 exceeding the City of Scottsdale Code by 66 parking stalls (13%), and exceeding the ITE Parking Generation by 146 parking stalls (33%).

The public off-street parking increase by a total of 201 parking stalls with the modification of the Stagebrush Theatre and Scottsdale Artists' School surface lot, and the subsurface parking level under the Museum Square Hotel. As mentioned, there is also discussion regarding a potential subsurface parking garage under the Stagebrush Theater. This subsurface level could provide an additional 99 public parking stalls for a total of 300 **new** public parking stalls in the area. This is in addition to the 229 public off-street parking stalls that exist today.

The Museum Square development will be modifying adjacent curb lines to provide an additional 41 new on-street parking stalls. These are typically the most desirable types of parking stalls due to their convenience and accessibility. Additional locations nearby where on-street angled parking could be provided has been identified and discussed with the City of Scottsdale. These modifications could provide 42 new on-street parking stalls. In total, 83 new on-street parking stalls can be accommodated within the Museum Square area. Combined with the existing on-street parking, a total of 165 on-street parking stalls can be provided. These new on-street parking stall would require modifications to the existing roadways in the area (i.e. widening, pavement markings).



2. INTRODUCTION

Lōkahi, LLC (Lōkahi) was retained by Macdonald Development Corporation to prepare an **update** to the Museum Square Parking Master Plan, dated September 13, 2018. The September 13, 2018 Parking Master Plan should be referenced for discussion and analysis of the 2015 Scottsdale Downtown Parking Study, special event data collection details, parking trends, parking management strategies, and the parking management plan.

The purpose of this update is to provide latest information regarding the private parking, public off-street parking, and public on-street parking stalls provided throughout the study area.

The proposed Museum Square development is generally located east and north of Goldwater Boulevard, west of Marshall Way, and south of 1st Street, also including the northeast corner of 2nd Street and Marshall Way in Scottsdale, Arizona. See **Figure 1** for the vicinity map.

The proposed development will include four residential buildings and the Museum Square Hotel. See **Figure 2** and **Appendix A** for the proposed site plan.

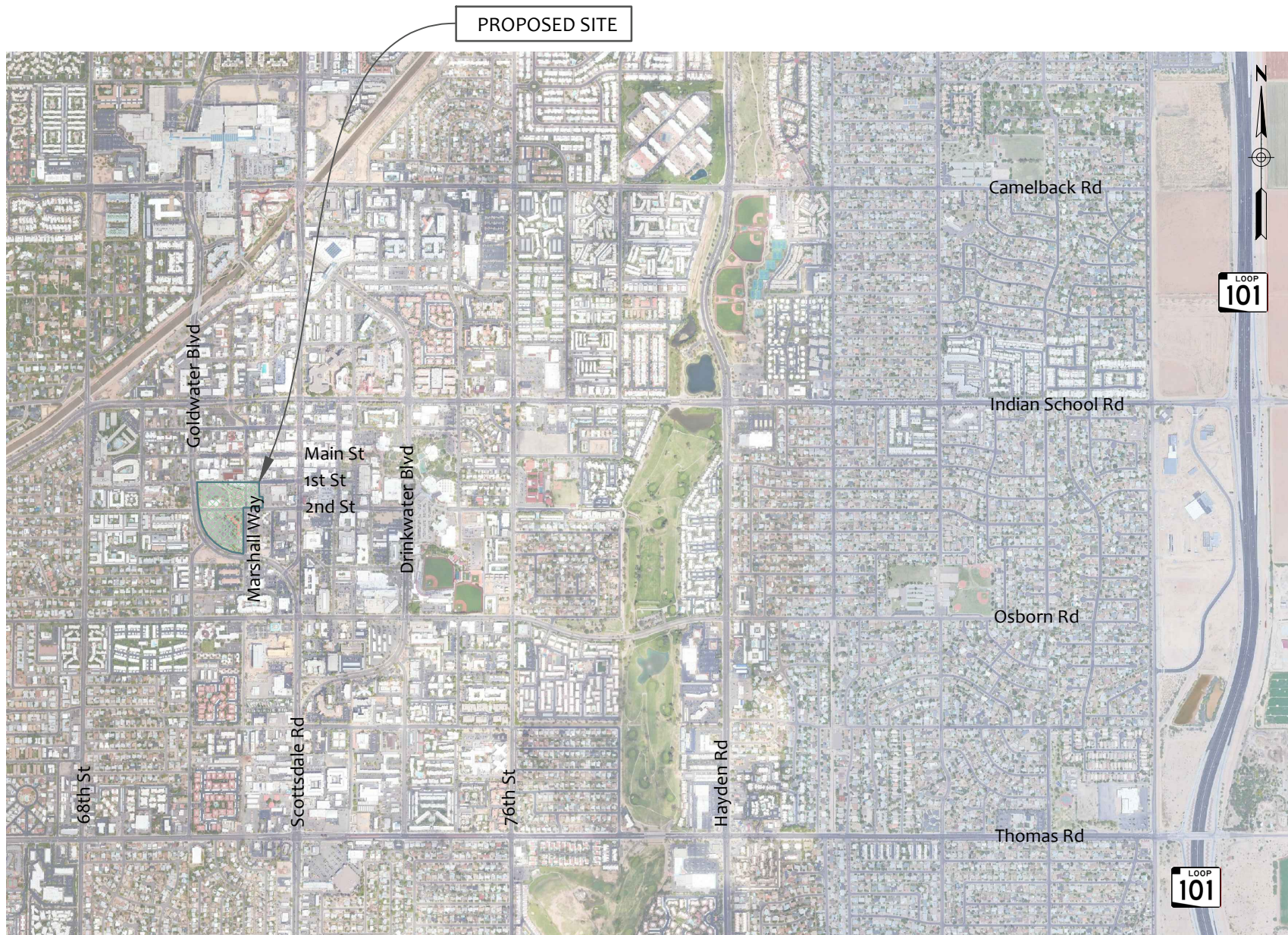


FIGURE 1 | VICINITY MAP



3. PROPOSED DEVELOPMENT

The study area is located in the City of Scottsdale, Arizona. It is approximately two and one-third miles west of State Route Loop 101 (SR 101L), and approximately three and three-quarter miles north of State Route Loop 202 (SR 202L). See **Figure 1** for a vicinity map.

The proposed development will be comprised of the following land uses:

- **Residential Building #1**

The proposed eleven (11) story Residential Building #1 will be located on the southeast corner of Goldwater Boulevard and 2nd Street and will include:

- 61 residential units
 - 17 one (1) bedroom units
 - 31 two (2) bedroom units
 - 13 three (3) bedroom units

The main access to the underground parking garage will be at the entry courtyard located on 2nd Street approximately 300 feet west of Marshall Way. A secondary access will be provided along Marshall Way (approximately 340 feet south of 2nd Street), just south of the Scottsdale Artists' School.

- **Residential Building #2**

The proposed thirteen (13) story Residential Building #2 building will be located northeast of the intersection of Goldwater Boulevard and 70th Street and will include:

- 83 residential units
 - 27 one (1) bedroom units
 - 38 two (2) bedroom units
 - 13 three (3) bedroom units

Similar to Residential Building #1, the main access to the underground parking garage will be at the entry courtyard located on 2nd Street approximately 300 feet west of Marshall Way. A secondary access will be provided along Marshall Way (approximately 340 feet south of 2nd Street), just south of the Scottsdale Artists' School.

- **Residential Building #3**

The proposed twelve (12) story Residential Building #3 will be located on the northwest corner of Goldwater Boulevard and Marshall Way and will include:

- 110 residential units
 - 71 one (1) bedroom units
 - 39 two (2) bedroom units

The main access to the underground parking garage will be located along Marshall Way (approximately 340 feet south of 2nd Street), just south of the Scottsdale Artists' School.



A secondary access will be located at the entry courtyard located off 2nd Street approximately 300 feet west of Marshall Way.

- **Residential Building #4**

The proposed six (6) story Apartment/Condo Complex will be located on the northeast corner of Marshall Way and 2nd Street and will include:

- 92 residential units
 - 58 one (1) bedroom units
 - 34 two (2) bedroom units

The main access to the underground parking garage will be provided along 1st Street approximately 100 feet east of Marshall Way.

- **Museum Square Hotel**

The proposed thirteen (13) story Museum Square Hotel will be located in the northwest corner of 2nd Street and Marshall Way. The proposed Museum Square Hotel will include:

- 190 keys
- 7,000 – 8,000 sf (square feet) of conference/meeting space
- a spa consisting of 4 treatment rooms
- a fitness center
- 5,000 – 6,000 sf of restaurant space

The access to the Hotel will be located at the entry courtyard located along 2nd Street approximately 300 feet west of Marshall Way. The Hotel drop-off will be located along 2nd Street approximately 220 feet west of Marshall Way.

Situated within the proposed development is the 3,632 square foot Stagebrush Theatre, located on the northeast corner of Goldwater Boulevard and 2nd Street; the 15,002 square foot Scottsdale Artists' School, located on the southwest corner of Marshall Way and 2nd Street; and the 57,806 sf Scottsdale's Museum of the West, located on the west side of Marshall Way at 1st Street. These three existing developments are all anticipated to remain as part of the build out of the proposed Museum Square. See **Figure 2** and **Appendix A** for the proposed site plan.

Surrounding Area

The Gallery District of Scottsdale is located to the north along Main Street, and includes 24 shops between Goldwater Boulevard and Scottsdale Road. Additionally, located to the north along Scottsdale Road are a series of restaurants and retail shops.



FIGURE 2 | SITE PLAN



4. PRIVATE PARKING PLAN

This section analyzes the proposed parking for each of the private developments, which includes:

- Residential Building #1 61 units
- Residential Building #2 83 units
- Residential Building #3 110 units
- Residential Building #4 92 units
- Museum Square Hotel 190 rooms

4.1. RESIDENTIAL BUILDINGS #1, #2, #3, AND #4

The proposed Residential Buildings #1, #2, and #3 are located on the southern end of the development adjacent to Goldwater Boulevard and will share a single parking garage. Residential Building #4 is located on the northeast corner of Marshall Way and 2nd Street and will provide a subsurface parking garage. As described in detail in [Section 3](#), Residential Building #1 will be comprised of 61 residential units, of which 17 will be one-bedroom units, 31 will be two-bedroom units, and 13 will be three-bedroom units. Residential Building #2 will be comprised of 83 residential units, of which 27 will be one-bedroom units, 38 will be two-bedroom units, and 18 will be three-bedroom units. Residential Building #3 will be comprised of 110 residential units, of which 71 will be one-bedroom units and 39 will be two-bedroom units. Residential Building #4 will be comprised of 92 residential units, of which 58 will be one-bedroom units and 34 will be two-bedroom units.

A total of 585 parking stalls will be provided for the Residential Buildings #1, #2, #3, and #4. The subsurface parking garage for Residential Buildings #1, #2, and #3 will provide 423 parking stalls, with 7 surface parking stalls for a total of 430 parking stalls. Residential Building #4 will provide 150 parking stalls in the subsurface parking garage, and 5 surface parking stalls for a total of 155 parking stalls.

4.1.1. CITY OF SCOTTSDALE REQUIRED PARKING

Table 9.103.A and 9.103.B entitled Schedule of Parking Requirements within the City of Scottsdale Code of Ordinances, Volume II (see [Appendix B](#) for the print out of Article IX) provides the general parking requirements.

Located within the Downtown Area, the proposed Residential Buildings #1, #2, #3, and #4 fall under the category of “dwellings, multi-family” as outlined in Table 9.103.B. The following formula is provided for determining the parking requirements:



- Dwelling, multi-family
One parking space per dwelling unit for units with one bedroom or less
Two parking spaces per dwelling unit for units with more than one bedroom

Applying these formulas to the proposed Residential Buildings #1, #2, #3, and #4 results in the following parking requirement, see **Table 1**.

Table 1 – Scottsdale Parking Requirement - Residential Buildings #1, #2, #3, and #4

	Rate		Quantity	Unit	Parking Stalls
Dwellings, multi-family (1 Bedroom)	1	Per Dwelling Unit	17	Dwelling Units	17
Dwellings, multi-family (2+ Bedroom)	2	Per Dwelling Unit	44	Dwelling Units	88
Residential Building #1 Total					105
Dwellings, multi-family (1 Bedroom)	1	Per Dwelling Unit	27	Dwelling Units	27
Dwellings, multi-family (2+ Bedroom)	2	Per Dwelling Unit	56	Dwelling Units	112
Residential Building #2 Total					139
Dwellings, multi-family (1 Bedroom)	1	Per Dwelling Unit	71	Dwelling Units	71
Dwellings, multi-family (2+ Bedroom)	2	Per Dwelling Unit	39	Dwelling Units	78
Residential Building #3 Total					149
Dwellings, multi-family (1 Bedroom)	1	Per Dwelling Unit	58	Dwelling Units	58
Dwellings, multi-family (2+ Bedroom)	2	Per Dwelling Unit	34	Dwelling Units	68
Residential Building #4 Total					126
Residential Building #1, #2, #3, and #4 Total					519

4.1.2. ITE PARKING GENERATION

The Institute of Transportation Engineers (ITE) publication titled *Parking Generation*, 5th Edition is utilized for estimating parking demand based on research and experiences of transportation engineering and planning professionals.

The categories that most closely represent the Residential Buildings #1, #2, and #3 is Land Use 222:

- Land Use 222 – Multifamily Housing (High Rise)
High-rise multifamily housing includes apartments and condominiums that have more than 10 levels (floors) of residence.



For Land Use 222 – Multifamily Housing (High-Rise), the 85th percentile and the average weekday peak period demand ratios, for general urban/suburban sites (no nearby rail transit), are 1.19 and 0.98 vehicles per dwelling unit, respectively. As a conservative approach, the 85th percentile ratio was utilized for this analysis.

Additionally, the category that most closely represents the Residential Building #4 is Land Use 221:

- Land Use 221 – Multifamily Housing (Mid-Rise)
Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence.

For Land Use 221 – Multifamily Housing (Mid-Rise), the 85th percentile and the average weekday peak period demand ratios, for general urban/suburban sites (no nearby rail transit), are 1.47 and 1.31 vehicles per dwelling unit, respectively. As a conservative approach, the 85th percentile ratio was utilized for this analysis.

See **Table 2** for the weekday peak period for the proposed Residential Buildings #1, #2, #3, and #4.

Table 2 – ITE Parking Demand –Residential Buildings #1, #2, #3, and #4

	Rate		Quantity	Unit	Parking Stalls
Multifamily Housing (High Rise)	1.19	Per Dwelling Unit	61	Dwelling Units	73
Residential Building #1 Total					73
Multifamily Housing (High Rise)	1.19	Per Dwelling Unit	83	Dwelling Units	99
Residential Building #2 Total					99
Multifamily Housing (High Rise)	1.19	Per Dwelling Unit	110	Dwelling Units	131
Residential Building #3 Total					131
Multifamily Housing (Mid-Rise)	1.47	Per Dwelling Unit	92	Dwelling Units	136
Residential Building #4 Total					136
Residential Building #1, #2, #3, and #4 Total					439



4.1.3. SUMMARY

The City of Scottsdale parking requirement was calculated for Residential Buildings #1, #2, #3, and #4 of the proposed Museum Square development, which resulted in 519 required parking stalls.

The parking demand calculations for the proposed Museum Square development, based on the ITE Parking Generation, 5th Edition data, indicate that the peak period parking demand on a weekday is 439 parking stalls.

Exceeding both the City of Scottsdale's parking requirements, as well as the ITE parking demand calculations, the 585 parking stalls of which, 573 parking stalls will be located in subsurface parking garages with 12 surface parking stalls, are anticipated to sufficiently accommodate the parking demand for Residential Buildings #1, #2, #3, and #4.

4.2. MUSEUM SQUARE HOTEL

The proposed Museum Square Hotel will consist of a 190 hotel rooms, 7,000 – 8,000 square feet of conference/meeting space, 5,000 – 6,000 square feet of restaurant space, and a fitness center.

Additionally, a spa will be located within the proposed development and will provide four (4) treatment rooms. The proposed hotel will be located on the northwest corner of Marshall Way and 2nd Street.

For the Museum Square Hotel, a separate Parking Master Plan has been completed. A total of 35 parking stalls will be designated for employee use. See the September 5, 2019 Museum Square Hotel Parking Master Plan for additional details regarding the hotel parking.

4.3. SUMMARY

Table 3 summarizes the Private Parking Plan for the existing and proposed private developments within the Museum Square study area.

Table 3 – Private Parking Plan Summary

	Scottsdale Parking Code	ITE Parking Generation	Parking Provided	Private Parking Plan
Residential Buildings #1, #2, #3, and #4	519	439	585	Parking provided EXCEEDS the Scottsdale Parking Code and ITE Parking Generation
Museum Square Hotel			178*	See September 5, 2019 Parking Master Plan



The 585 residential parking stalls provided for Residential Buildings #1, #2, #3, and #4 exceeds the City of Scottsdale Code by 66 parking stalls (13%), and exceeds the ITE Parking Generation by 146 parking stalls (33%). The parking calculations based on the ITE Parking Generation publications includes parking for customers, visitors, residents, employees, etc.

For the Museum Square Hotel, a separate Parking Master Plan has been completed. A total of 35 parking stalls will be designated for employee use. See the September 5, 2019 Museum Square Hotel Parking Master Plan for additional details regarding the hotel parking.



5. PUBLIC OFF-STREET PARKING PLAN

The proposed Museum Square development is generally located east and north of Goldwater Boulevard, west of Marshall Way, and south of 1st Street, also including the northeast corner of 2nd Street and Marshall Way. Based on the 2015 Study, within the Museum Square development, there are a total of three (3) public off-street parking lots.

Zone 6 – Lot 33 (Stagebrush Theatre)

Lot 33 is located on the northeast corner of Goldwater Boulevard and 2nd Street and currently provides 57 marked public parking stalls. This parking lot is also used by the patrons of the Stagebrush Theatre. The Stagebrush Theatre is an approximate 3,362 square foot theatre, according to the Maricopa County Assessor's website, that is utilized for live performances.

As part of the Museum Square development this lot will be reconfigured from 57 parking stalls to 91, resulting in an increase of 34 parking stalls.

Additionally, the City of Scottsdale is evaluating adding a one (1) level subsurface garage beneath the Zone 6 Lot 33 parking lot, which would potentially add an additional 99 off-street public parking stalls.

Zone 6 – Lot 34 (Museum of the West)

Lot 34 is a subsurface parking garage under Scottsdale's Museum of the West. Vehicular access to this garage is located approximately 150 feet west of Marshall Way. The existing 130 parking stalls currently provide parking for the 57,806 square foot Scottsdale's Museum of the West as well as the for the general public. This parking garage will remain.

Zone 8 – Lot 21 (Scottsdale Artists' School)

Lot 21 is a surface parking lot utilized by the Scottsdale Artists' School, which is located on the southwest corner of Marshall Way and 2nd Street. This parking lot currently provides a total of 56 parking stalls, of which 14 are currently dedicated for private use, with the remaining 42 parking stalls operating as public off-street parking. With the development of the proposed Museum Square, reconfiguration and restriping of this parking lot will provide a total of 63 parking stalls, 14 will remain for private use, while the remaining 49 will operate as public-off-street parking. This results in an increase of 7 public off-street parking stalls.

Museum Square Hotel Public Parking Garage

With the build out of the Museum Square Hotel, located on the northwest corner of Marshall Way and 2nd Street, the City of Scottsdale is working with the Museum Square development to fund an additional level of subsurface parking exclusive for public use. A total of 160 public parking stalls (potentially ranging between 151 and 168 parking stalls to be refined in design)



will be accommodated on this second underground parking level directly below the Museum Square Hotel parking level. This garage will be accessible at all times. A separate and dedicated vehicular access will be provided along 2nd Street to access this public parking level. Signing will be provided to indicate the free public parking garage.

Additionally, two convenient pedestrian accesses will be provided. One will be located on the northeast corner of the parking garage near the plaza area, and the other will be located on the southeast corner of the parking garage near to the intersection of 2nd Street and Marshall Way. Both pedestrian accesses will include an elevator as well as a stairway.

Summary

Within the Museum Square study area, the additional 34 parking stalls with the reconfiguration of the Stagebrush Theatre surface lot, the additional 7 parking stalls with the reconfiguration of the Scottsdale Artists' School surface lot, and the second level subsurface level under the Museum Square Hotel providing 160 parking stalls results in an increase of 201 new public parking stalls.

There is also discussion regarding a potential subsurface parking garage under the Stagebrush Theater. This subsurface level could provide an additional 99 public parking stalls for a total of 300 new public parking stalls in the area.

Combining these new parking stalls with the existing 57 public parking stalls at the Stagebrush Theatre surface lot, the 130 public parking stalls provided in the parking garage under the Museum of the West, and the existing 42 public parking stalls at the Scottsdale Artists' School surface lot, a total of 529 public off- street parking stalls in this area.

See **Figure 3** for off-street public parking locations within the Museum Square area.

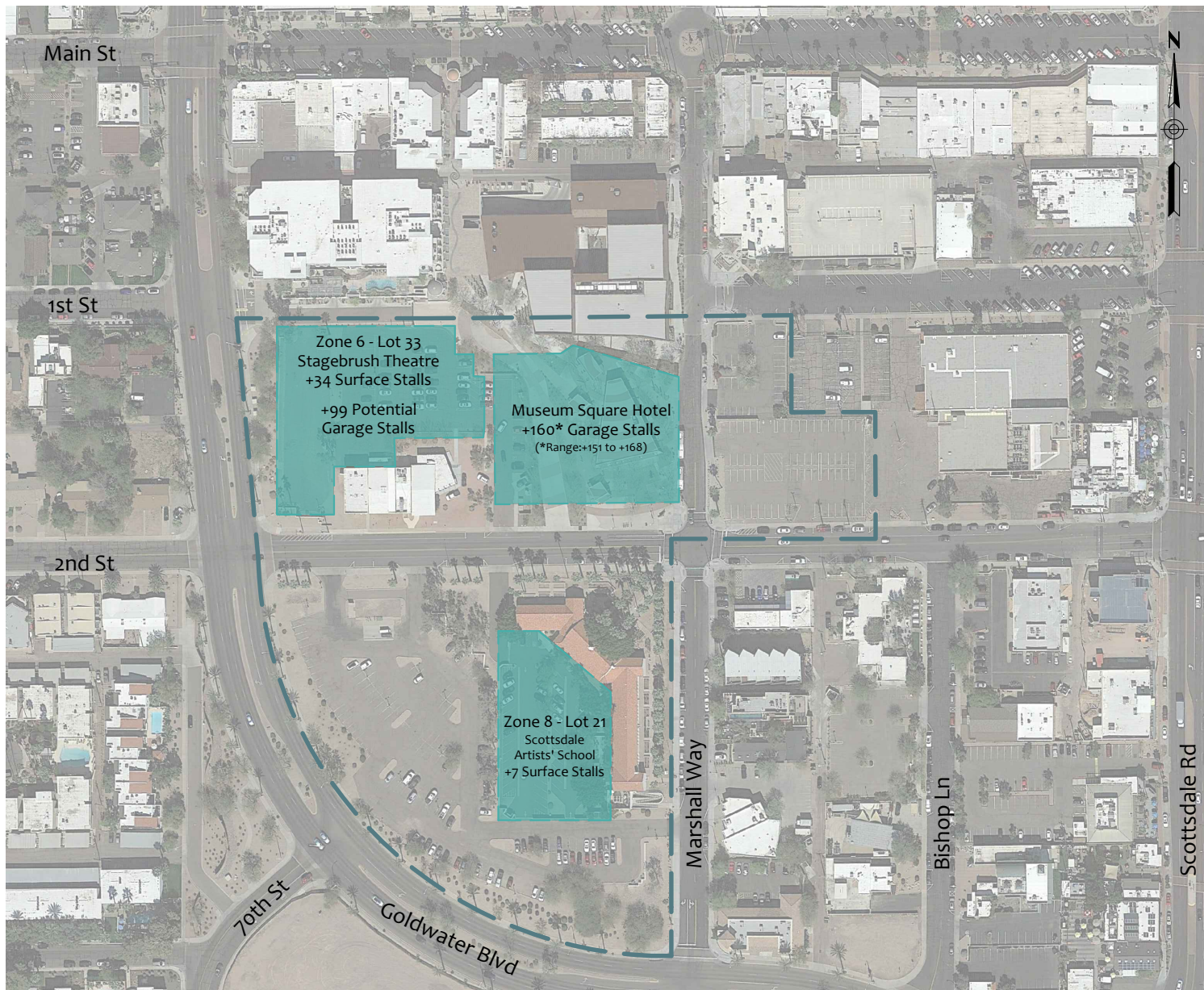


FIGURE 3 | PUBLIC OFF-STREET PARKING



6. PUBLIC ON-STREET PARKING PLAN

Adjacent to the proposed Museum Square development, modifications to the existing curb lines are proposed to accommodate additional on-street parking. The majority of these additional stalls are accomplished by converting parallel on-street parking to angled on-street parking.

- **Marshall Way – 1st Street to 2nd Street**

A trolley stop formerly occupied the west side of Marshall Way. However, it has since been removed and converted to parallel parking stalls. Additionally, the east curb line is angled, which minimizes the number of on-street parallel stalls that can be provided. Both curb lines will be modified to provide on-street angled parking stalls on the west side and parallel parking stalls on the east side for a total increase of 15 new on-street parking stalls.

- **Marshall Way – North of Goldwater Boulevard**

The curb line adjacent to the Museum Square development will be modified to provide on-street angled parking on the west side for a total increase of 4 new on-street parking stalls.

- **2nd Street – Goldwater Boulevard to Bishop Lane**

The curb lines adjacent to the Museum Square development will be modified to provide on-street angled parking on the north side and parallel parking on the south side for a total increase of 21 new on-street parking stalls.

- **1st Street – East of Marshall Way**

The curb line adjacent to the Museum Square development will be modified to provide on-street angled parking on the south side for a total increase of 1 new on-street parking stalls.

In total, the Museum Square development will be modifying adjacent curb lines to provide an additional 41 new on-street parking stalls. These are typically the most desirable types of parking stalls due to their convenience and accessibility.

Additional locations nearby where on-street angled parking could be provided has been identified and discussed with the City of Scottsdale. These modifications could provide an additional 42 new on-street parking stalls. These are outside of the Museum Square developments and will be taken under consideration by the City of Scottsdale.



In total, 83 new on-street parking stalls can be accommodated within the Museum Square area. Combined with the existing on-street parking, a total of 165 on-street parking stalls can be provided. These new on-street parking stall would require modifications to the existing roadways in the area (i.e. widening, pavement markings).

See **Figure 4** for public on-street parking.



Legend

- Museum Square Development
- Museum Square Public On-Street Parking Modification Areas
- Additional Public On-Street Parking Areas Under Consideration

FIGURE 4 | PUBLIC ON-STREET PARKING



7. CONCLUSIONS

The proposed Museum Square development is generally located east and north of Goldwater Boulevard, west of Marshall Way, and south of 1st Street, also including the northeast corner of 2nd Street and Marshall Way in Scottsdale, Arizona. The proposed development will include four residential buildings and the Museum Square Hotel.

The purpose of this update is to provide the latest information regarding the private parking, public off-street parking, and public on-street parking stalls provided throughout the study area.

The private residential parking will provide 585 residential parking stalls provided for Residential Buildings #1, #2, #3, and #4 exceeding the City of Scottsdale Code by 66 parking stalls (13%), and exceeding the ITE Parking Generation by 146 parking stalls (33%).

The public off-street parking increase by a total of 201 parking stalls with the modification of the Stagebrush Theatre and Scottsdale Artists' School surface lot, and the subsurface parking level under the Museum Square Hotel. As mentioned, there is also discussion regarding a potential subsurface parking garage under the Stagebrush Theater. This subsurface level could provide an additional 99 public parking stalls for a total of 300 **new** public parking stalls in the area. This is in addition to the 229 public off-street parking stalls that exist today.

The Museum Square development will be modifying adjacent curb lines to provide an additional 41 new on-street parking stalls. These are typically the most desirable types of parking stalls due to their convenience and accessibility. Additional locations nearby where on-street angled parking could be provided has been identified and discussed with the City of Scottsdale. These modifications could provide 42 new on-street parking stalls. In total, 83 new on-street parking stalls can be accommodated within the Museum Square area. Combined with the existing on-street parking, a total of 165 on-street parking stalls can be provided. These new on-street parking stall would require modifications to the existing roadways in the area (i.e. widening, pavement markings).

The September 13, 2018 Museum Square Parking Master Plan should be referenced for discussion and analysis of the 2015 Scottsdale Downtown Parking Study, special event data collection details, parking trends, parking management strategies, and the parking management plan.



APPENDIX A – PROPOSED SITE PLAN



EXISTING
RESIDENTIAL

EXISTING
MUSEUM

MUSEUM SQUARE
PLAZA

HOTEL

EXISTING
THEATER

RESIDENTIAL
BUILDING #4

E. 2ND STREET

E. 1ST STREET

E. 2ND STREET

DROP OFF
SHARED ACCESS

RESIDENTIAL
BUILDING #1

DROP OFF

PLAZA

RESIDENTIAL
BUILDING #2

ARTIST
SCHOOL

N. MARSHALL WAY

SOUTH GARDEN

RESIDENTIAL
BUILDING #3

N. GOLDWATER BOULEVARD

N. SCOTTSDALE ROAD

0' 30' 60' 120' 180'
scale: 1" = 60'



APPENDIX B – SCOTTSDALE, CODE OF ORDINANCES ARTICLE IX

ARTICLE IX. - PARKING AND LOADING REQUIREMENTS

Sec. 9.100. - Parking.

Sec. 9.101. - Purpose and scope.

The purpose of preparing and adopting the parking regulations within this Zoning Ordinance is to implement the goals of the City of Scottsdale as they are set forth by the city's General Plan and further refined here. These regulations are to provide adequate parking within the community without sacrificing urban design which enhances the aesthetic environment, encourage the use of various modes of transportation other than the private vehicle and provides a generally pleasant environment within the community. Several purposes are identified herein to achieve the above stated purpose.

The purposes of the parking ordinances of the City of Scottsdale are to:

1. Provide parking facilities which serve the goal of a comprehensive circulation system throughout the community;
2. Provide parking, city-wide that will improve pedestrian circulation, reduce traffic congestion, and improve the character and functionality of all developments;
3. Promote the free flow of traffic in the streets;
4. Encourage the use of bicycles and other alternative transportation modes;
5. Design and situate parking facilities so as to ensure their usefulness;
6. Provide an adequate number of on-site bicycle parking facilities, each with a level of security, convenience, safety, access, and durability;
7. Provide for adequate parking at transfer centers and selected transit stops in order to encourage the use of mass transit;
8. Ensure the appropriate development of parking areas throughout the city; and
9. Mitigate potential adverse impacts upon land uses adjacent to parking facilities.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3980, § 1(Res. 8895, § 1, Exh. A, § 44), 12-6-11; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 244), 5-6-14)

Editor's note— Ord. No. 2736, § 1, adopted Mar. 7, 1995, did not specifically repeal §§ 9.100—9.104, which pertained to off-street parking; hence, §§ 9.100—9.108 adopted in said ordinance have been treated as superseding former §§ 9.100—9.104.

Sec. 9.102. - Applications of and exemptions from parking.

- A. *Additions and change of occupancy.* The standards for providing on-site parking shall apply at the time of the erection of any main building or when on-site parking is established. These standards shall also be complied with when an existing building is altered or enlarged by the addition of dwelling units or guest rooms or where the use is intensified by a change of occupancy or by the addition of floor area, seating capacity, or seats.
- B. *Required parking must be maintained.* Required on-site parking spaces shall be maintained so long as the main building or use remains.
- C. *Nonconforming parking.* Where vehicle parking space is provided and maintained in connection with a main building or use at the time this ordinance became effective and is insufficient to meet the

requirements for the use with which it is associated, or where no such parking has been provided, then said building or structure may be enlarged or extended only if vehicle parking spaces are provided for said enlargement, extension or addition, to the standards set forth in the district regulations. No existing parking may be counted as meeting this requirement unless it exceeds the requirements for the original building and then only that excess portion may be counted.

Any commercial property which provides sufficient parking spaces to supply at least fifty (50) percent of the requirement for the property and which is destroyed by fire, hurricane, flood, or other act of God, may be restored to its original use and building outline, provided the floor area is not increased, without conforming to the parking requirements of this ordinance.

- D. *Building permits.* No building permit shall be issued until parking requirements have been satisfied. Off-street parking required by this Zoning Ordinance shall not be located within the right-of-way of a street or alley.
- E. *Counting flexible units.* Whenever a residential building is designed so that it can be used for separate apartments or guest rooms under the City of Scottsdale Building Code, the vehicle parking requirements shall be based upon the highest possible number of dwelling units or guest rooms obtainable from any such arrangement.
- F. *Application to multiple tenant developments.* Where there is a combination of uses, the minimum required number of on-site parking spaces shall be the sum of the requirements of the individual uses, unless otherwise considered a mixed use development, mixed use commercial center, or as provided per Section 9.104.E. and F. If, in the opinion of the Zoning Administrator, the uses would not be operated simultaneously, the number of vehicle parking spaces shall be determined by the use with the highest parking demand.
- G. *Free parking in the Downtown Area.* Required parking for developments within the Downtown Area shall be provided at no cost to the patrons, employees, residents, or their guests of the development. If the required parking of a development, which the required parking is on the same site as the development, is only available through the use of a valet services, the valet service shall be provided at no cost to the user.
- H. *Prohibited uses of parking areas.*
 - 1. Parking of more than 5 vehicles on any unimproved lot is prohibited, except when used for special events parking. An improved lot shall mean 1 that fulfills the requirements of Section 9.103.
 - 2. Parking or display of vehicles other than in designated and improved areas shall be prohibited.
 - 3. Required parking spaces shall not be used for product display or advertising.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. § 103), 11-9-10; Ord. No. 3980, § 1(Res. 8895, § 1, Exh. A, § 45), 12-6-11; Ord. No. 4117, § 1(Res. No. 9563, Exh. A, § 95), 11-19-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 245), 5-6-14; Ord. No. 4265, § 1, 6-21-16)

Sec. 9.103. - Parking requirements.

- A. *General requirement.* Except as provided in Sections 9.103.B, 9.104, 9.107, and 9.108, and subsections therein, each use of land shall provide the number of parking spaces indicated for that use in Table 9.103.A. and Section 9.105.
- B. *Requirement in the Downtown Area.* Except as provided in Sections 9.104, 9.107, and 9.108, and subsections therein each use of land in the Downtown Area shall provide the number of parking spaces indicated for that use in Table 9.103.b. and Section 9.105. Those uses that are not specifically listed in Table 9.103.B. shall provide the number of parking spaces indicated for that use in Table 9.103.A.

- C. *Required bicycle parking.* Every principal and accessory use of land which is required to provide at least forty (40) vehicular parking spaces shall be required to provide bicycle parking spaces at a rate of one (1) bicycle parking space per every ten (10) required vehicular parking spaces; and after July 9, 2010, new development shall provide, at a minimum, two (2) bicycle parking spaces. No use shall be required to provide more than one hundred (100) bicycle parking spaces.
1. Subject to the approval of the Zoning Administrator, in the Downtown Area, bicycle parking spaces may be provided within a common location that is obvious and convenient for the bicyclist, does not encroach into adjacent pedestrian pathways or landscape areas, and the location shall be open to view for natural surveillance by pedestrians. Such common bicycle parking areas shall be subject to the approval of the Zoning Administrator.
- D. *Bicycle parking facilities design.* Required bicycle parking facilities shall, at a minimum, provide a stationary object to which the bicyclist can lock the bicycle frame and both wheels with a user provided U-shaped lock or cable and lock. The stationary object shall generally conform to the Design Standards & Policies Manual. The Zoning Administrator may approve alternative designs. Bicycle lockers and other high security bicycle parking facilities, if provided, may be granted parking credits pursuant to Section 9.104.C., Credit for bicycle parking facilities.
- E. *Calculating required parking for transportation facilities.* Required parking for park and ride lots and major transfer centers shall be determined by the Zoning Administrator. Subject to the Design Standards & Policies Manual and the following criteria:
1. Goals of the City with regard to transit ridership along the route on which the transportation facility is located.
 2. Distance from other transportation facilities with parking.
- F. *Fractions shall be rounded.*
1. When any calculation for the required parking results in a fraction of a parking space, the fraction shall be rounded up to the next greater whole number.
 2. When any calculation for the provided parking results in a fraction of a parking space, the fraction shall be rounded down to the next greater whole number.
 3. When any calculation of a Parking P-3 District credit, improvement district credit, or in-lieu parking credit results in a fraction of a credit, the fraction shall not be rounded.
- G. *Interpreting requirements for analogous uses.* The Zoning Administrator shall determine the number of spaces required for analogous uses. In making this determination, the Zoning Administrator shall consider the following:
1. The number of parking spaces required for a use listed in Table 9.103.A., or Table 9.103.B., that is similar to the proposed use;
 2. An appropriate variable by which to calculate parking for the proposed use; for example, building square footage or number of employees;
 3. Parking data from the same use on a different site or from a similar use on a similar site;
 4. Parking data from professional publications such as those published by the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI);
- H. *Additional requirements for company vehicles.* When parking spaces are used for the storage of vehicles or equipment used for delivery, service and repair, or other such use, such parking spaces shall be provided in addition to those otherwise required by this Zoning Ordinance. Before a building permit is issued the number of spaces to be used for vehicle storage shall be shown on the plans. Unless additional spaces are provided in excess of the required number of spaces, no vehicles in addition to that number shall be stored on the site.
-

Table 9.103.A. Schedule of Parking Requirements	
Amusement parks	Three (3) spaces per hole for any miniature golf course, plus one (1) space per three thousand (3,000) square feet of outdoor active recreation space, plus any additional spaces required for ancillary uses such as but not limited to game centers and pool halls.
Arts festivals, seasonal	A. One (1) space for each two hundred (200) square feet of indoor public floor area, other than public restaurant space. B. Restaurant at seasonal arts festivals shall be provided parking in accordance with table 9.103.a.
Banks/financial institutions	One (1) space per two hundred fifty (250) square feet gross floor area.
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery with live entertainment	A. One (1) space per sixty (60) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery	A. One (1) space per eighty (80) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.
Boardinghouses, lodging houses, and other such uses	One (1) parking space for each one (1) guest room or dwelling unit.
Bowling alleys	Four (4) parking spaces for each lane, plus two (2) parking spaces for any pool table, plus one (1) parking space for every five (5) audience seats.
Carwash	Four (4) spaces per bay or stall plus one (1) space per employee plus ten (10) stacking spaces.
Churches and places of worship	A. With fixed seating. One (1) space per four (4) seats in main sanctuary, or auditorium, and c below; or B. Without fixed seating. One (1) space for each thirty (30)

	<p>square feet of gross floor area in main sanctuary and c below.</p> <p>C. One (1) space per each three hundred (300) square feet gross floor area of classrooms and other meeting areas.</p>
Club/lodge, civic and social organizations	One (1) space per two hundred fifty (250) square feet gross floor area.
College/university	One (1) space per two (2) employees plus one (1) space per four (4) students, based on projected maximum enrollment.
Community or recreation buildings	One (1) parking space for each two hundred (200) square feet of gross floor area.
Conference and meeting facilities, or similar facilities	<p>A. One (1) parking space for every five (5) seats, if seats are fixed, and/or</p> <p>B. One (1) parking space for fifty (50) square feet of gross floor area of conference/meeting area.</p>
Cultural institutions and museums	One (1) space per three hundred (300) square feet gross floor area.
Dance halls, skating rinks, and similar indoor recreational uses	One (1) parking space for each three hundred (300) square feet of gross floor area in the building.
Dance/music/and professional schools	One (1) space per two hundred (200) square feet of gross floor area classroom area.
Day care center	One (1) parking space for each employee; plus one (1) space for every fifteen (15) students, plus one (1) space for each company vehicle as per Section 9.103.H., additional requirements for company vehicles.
Dry cleaners	One (1) space per two hundred fifty (250) square feet gross floor area.
Dwellings, multiple-family	<p>Parking spaces per dwelling unit at the rate of:</p> <p>efficiency units 1.25</p> <p>one-bedroom 1.3</p> <p>two-bedrooms 1.7</p>

	three (3) or more bedrooms 1.9
Dwellings, single- and two-family and townhouses	Two (2) spaces per unit.
Elementary schools	One (1) parking space for each classroom plus one (1) parking space for each two hundred (200) square feet of gross floor area in office areas.
Funeral homes and funeral services	A. One (1) parking space for every two (2) permanent seats provided in the main auditorium; and B. One (1) parking space for every thirty (30) square feet of gross floor area public assembly area.
Furniture, home improvement, and appliance stores	A. Uses up to fifteen thousand (15,000) square feet of gross floor area. One (1) space per five hundred (500) square feet gross floor area; or B. Uses over fifteen thousand (15,000) square feet of gross floor area. One (1) space per five hundred (500) square feet for the first fifteen thousand (15,000) square feet of gross floor area, and one (1) space per eight hundred (800) square feet area over the first fifteen thousand (15,000) square feet of gross floor area
Galleries	One (1) space per five hundred (500) square feet of gross floor area.
Game centers	One (1) space per one hundred (100) square feet gross floor area.
Gas station	Three (3) spaces per service bay and one (1) space per 250 square feet of accessory retail sales gross floor area. Each service bay counts for one (1) of the required parking spaces.
Golf course	One (1) parking space for each two hundred (200) square feet of gross floor area in any main building plus one (1) space for every two (2) practice tees in the driving range, plus four (4) parking spaces for each green in the playing area.

Grocery or supermarket	One (1) space per three hundred (300) square feet gross floor area.
Health or fitness studio, and indoor recreational uses	<p>A. Building area less than, or equal to, 3,000 square feet of gross floor area: one space per 250 square feet of gross floor area.</p> <p>B. Building area greater than 3,000 square feet of gross floor area, and less than 10,000 square feet of gross floor area: one space per 150 square feet of gross floor area.</p> <p>C. Building areas equal to, or greater than, 10,000 square feet of gross floor area, and less than 20,000 square feet of gross floor area: one space per 200 square feet of gross floor area.</p> <p>D. Building areas equal to, or greater than, 20,000 square feet of gross floor area: one space per 250 square feet of gross floor area.</p>
High schools	One (1) parking space for each employee plus one (1) space for every six (6) students, based on projected maximum enrollment.
Hospitals	One and one half (1.5) parking spaces for each one (1) bed.
Internalized community storage	One (1) parking space for each two thousand five hundred (2,500) square feet of gross floor area.
Library	One (1) space per three hundred (300) square feet gross floor area.
Live entertainment (not including bars, restaurants, and performing arts theaters)	<p>A. With fixed seating. One (1) parking space for two and one-half (2.5) seats.</p> <p>B. Without fixed seating. One (1) parking space for every sixty (60) square feet of gross floor area of an establishment that does not contain fixed seating.</p>
Manufactured home park	One and one-half parking spaces per manufactured home space.
Manufacturing and industrial uses	One (1) parking space for each five hundred (500) square feet of gross floor area.

Mixed-use commercial centers In mixed-use commercial centers with less than 20,000 square feet of gross floor area, land uses (with parking requirements of one space per 250 square feet or fewer spaces) shall occupy at least 60 percent of gross floor area.	One (1) space per three hundred (300) square feet of gross floor area.
Mixed-use developments	A. One (1) space per three hundred twenty-five (325) square feet of gross floor area of nonresidential area; B. Multiple-family residential uses shall be parked at the ratios of the dwellings, multiple-family in other districts requirements, herein.
Office, all other	One (1) space per three hundred (300) square feet gross floor area.
Offices (government, medical/dental and clinics)	One (1) space per two hundred fifty (250) square feet of gross floor area.
Parks	Three (3) parking spaces for each acre of park area.
Personal care services	One (1) space per two hundred fifty (250) square feet gross floor area.
Plant nurseries, building materials yards, equipment rental or sales yards and similar uses	One (1) parking space for each three hundred (300) square feet gross site area of sales and display area.
Pool hall	Two (2) spaces per pool table.
Postal station(s)	One (1) parking space for each two hundred (200) square feet of gross floor area.
Radio/TV/studio	One (1) space per five hundred (500) square feet gross floor area, plus one (1) space per company vehicle, as per Section 9.103.H., additional requirements for company vehicles.
Ranches	One (1) space per every two (2) horse stalls.

Residential health care facilities	<p>A. Specialized care facilities—0.7 parking space for each bed.</p> <p>B. Minimal care facilities—1.25 parking spaces for each dwelling unit.</p>
Restaurants with live entertainment	<p>A. When live entertainment limited to the hours that a full menu is available, and the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per one hundred twenty (120) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor public floor area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor patio area is excluded.</p> <p>C. When live entertainment is not limited to the hours that a full menu is available, and/or the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per sixty (60) square feet of gross floor area, plus patio requirements above.</p>
Restaurants	<p>A. One (1) parking space per one hundred twenty (120) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor patio area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) square gross feet of outdoor patio area is excluded.</p>
Retail	One (1) space per two hundred fifty (250) square feet of gross floor area.
Retail, in a PCoC zoning district without arterial street frontage	One (1) space per three hundred (300) square feet gross floor area.
Stables, commercial	Adequate parking for daily activities shall be provided as

	determined by the Zoning Administrator.
Swimming pool or natatorium	One (1) space per one thousand (1,000) square feet gross floor area.
Tennis clubs	One (1) parking space per each two hundred (200) square feet of gross floor area, excluding court area, plus three (3) parking spaces per each court. The property owner shall provide additional parking spaces as necessary for tournaments, shows or special events.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in PNC, PCC, PCP, PRC, or PUD zoning districts	One (1) space per ten (10) seats.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in other districts	One (1) parking space per four (4) seats.
Trailhead - gateway	Five hundred (500) to six hundred (600) spaces, including those for tour buses and horse trailers.
Trailhead - local	None required.
Trailhead - major community	Two hundred (200) to three hundred (300) spaces, including those for horse trailers.
Trailhead - minor community	Fifty (50) to one hundred (100) spaces.
Transportation facilities	Required parking shall be determined by the Zoning Administrator per Section 9.103.E., Calculating required parking for transportation facilities.
Transportation uses	Parking spaces required shall be determined by the Zoning Administrator.
Travel accommodations	One (1.25) parking spaces for each one (1) guest room or dwelling unit.
Travel accommodations with conference	The travel accommodation requirements above.

and meeting facilities, or similar facilities	<p>A. Travel accommodations with auxiliary commercial uses (free standing buildings) requirements above.</p> <p>B. One (1) parking space for every five (5) seats, if seats are fixed, and/or</p> <p>C. One (1) parking space for fifty (50) square feet of gross floor area of conference/meeting area.</p>
Travel accommodations, with auxiliary commercial uses (free standing buildings)	<p>A. The travel accommodation requirements above.</p> <p>B. Bar, cocktail lounge, tavern, after hours, restaurants, and live entertainment uses shall provide parking in accordance uses parking requirements herein this table.</p> <p>C. All other free standing commercial uses. One (1) parking space for every four hundred (400) square feet of gross floor area.</p>
Vehicle leasing, rental, or sales (parking plans submitted for vehicle sales shall illustrate the parking spaces allocated for each of A, B, and C.)	<p>A. One employee parking space per 200 square feet of gross floor area,</p> <p>B. One employee parking space per 20 outdoor vehicular display spaces, and</p> <p>C. One patron parking space per 20 outdoor vehicular display spaces.</p>
Veterinary services	One (1) space per three hundred (300) square feet gross floor area.
Warehouses, mini	One (1) space per three hundred (300) square feet of gross floor area of administrative office space, plus one (1) space per each fifty (50) storage spaces.
Warehousing, wholesaling establishments, or separate storage buildings.	One (1) parking space for each eight hundred (800) square feet of gross floor area.
Western theme park	Total of all spaces required for the various uses of the theme park, may apply for a reduction in required parking per Section 9.104, Programs and incentives to reduce parking requirements.

Table 9.103.B. Schedule of Parking Requirements in the Downtown Area	
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery with live entertainment	<p>A. One (1) space per eighty (80) square feet of gross floor area; and</p> <p>B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.</p>
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery	<p>A. One (1) space per one-hundred twenty (120) square feet of gross floor area; and</p> <p>B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.</p>
Dwellings, multi-family	<p>A. One parking space per dwelling unit for units with one bedroom or less.</p> <p>B. Two parking spaces per dwelling unit, for units with more than one bedroom.</p>
Financial intuitions	<p>A. In a Type 1 area, one (1) space per five hundred (500) square feet of gross floor area; or</p> <p>B. In a Type 2 area, all other lot widths, one (1) space per three hundred (300) square feet of gross floor area.</p>
Fitness studio (no larger than 3,000 gross square feet)	<p>A. One (1) space per three hundred (300) square feet of gross floor area.</p> <p>B. A fitness studio larger than 3,000 gross square feet shall comply with Table 9.103.a.</p>
Galleries	One (1) space per three hundred (500) square feet of gross floor area.
Live entertainment (not including bars, restaurants, and performing arts theaters)	<p>A. With fixed seating. One (1) parking space for two and one-half (2.5) seats.</p> <p>B. Without fixed seating. One (1) parking space for every eighty (80) square feet of gross floor area of an establishment that does not contain fixed seating.</p>
Medical and diagnostic laboratories	One (1) space per three hundred (300) square feet of gross floor area.

<p>Mixed-use commercial centers</p> <p>In mixed-use commercial centers with less than 20,000 square feet of gross floor area, land uses (with parking requirements of one space per 300 square feet or fewer spaces) shall occupy at least 60 percent of gross floor area.</p>	<p>One (1) space per three hundred fifty (350) square feet of gross floor area.</p>
<p>Mixed-use developments</p>	<p>A. One space per 350 square feet of gross floor area of nonresidential area; plus</p> <p>B. Parking spaces required for multiple-family dwellings as shown in this table, except as provided in Section 9.104.H.3.d.</p>
<p>Office, including government and medical/dental offices and clinics</p>	<p>A. In a Type 1 area, one (1) space per five hundred (500) square feet of gross floor area; or</p> <p>B. In a Type 2 area, all other lot widths, one (1) space per three hundred (300) square feet of gross floor area.</p>
<p>Performing arts theaters</p>	<p>One (1) parking space per ten (10) seats.</p>
<p>Restaurants that serve breakfast and/or lunch only, or the primary business is desserts, bakeries, and/or coffee/tea or non-alcoholic beverage</p>	<p>A. One (1) parking space for each four hundred (400) square feet of gross floor area; and</p> <p>B. One (1) space for each three hundred fifty (350) gross square feet of outdoor public floor area. Excluding the first three hundred fifty (350) gross square feet of outdoor public floor area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor public floor area is excluded.</p>
<p>Restaurants, including restaurants with a micro-brewery/distillery as an accessory use.</p>	<p>A. One (1) parking space per three hundred (300) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor patio area. Excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor public floor area is excluded.</p>

Restaurants, including restaurants with a micro-brewery/distillery as an accessory use, and with live entertainment	<p>A. When live entertainment limited to the hours that a full menu is available, and the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per three hundred (300) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor public floor area. Excluding the first three hundred fifty (350) gross square feet of outdoor patio, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor patio area is excluded.</p> <p>C. When live entertainment is not limited to the hours that a full menu is available, and/or the area of live entertainment is greater than fifteen (15) percent of the gross floor area, one (1) parking space per one hundred twenty (120) square feet of gross floor area, plus patio requirements above at all times.</p>
Retail, personal care services, dry cleaners, and tattoo parlors	<p>A. In a Type 1 area, one (1) space per five hundred (500) square feet of gross floor area; or</p> <p>B. In a Type 2 area, all other lot widths, one (1) space per three hundred (300) square feet of gross floor area.</p>
Work/live	<p>A. The required parking shall be based on the area of commercial uses, per Table 9.103.B and when applicable, Table 9.103.A.</p> <p>B. In addition to the parking requirement for the commercial area, parking shall be provide in accordance with the dwellings, multi-family and co-housing parking requirement for developments containing more than one (1) dwelling unit, excluding the first unit (except as provided in Section 9.104.H.3.d).</p>
All other uses	As specified Table 9.103.A.

Note: 1. Type 1 and Type 2 Areas are locations of the Downtown Area described by the Downtown Plan.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3048, § 2, 10-7-97; Ord. No. 3225, § 1, 5-4-99; Ord. No. 3879, § 1(Exh. § 26), 3-2-10; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3899, § 1(Res. No. 8342, Exh. A, §§ 18, 19), 8-30-10; Ord. No. 3920, § 1(Exh. §§ 104—109), 11-9-10; Ord. No. 3926, § 1(Exh. § 13), 2-15-11; Ord. No. 3980, § 1(Res. 8895, § 1, Exh. A, § 46), 12-6-11; Ord. No. 3992, § 1(Res. No. 8922, Exh. A, § 17), 1-24-12; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, §§ 17—23), 6-18-13; Ord. No. 4117, § 1(Res. No. 9563, Exh. A, §§ 96—98), 11-19-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, §§ 246—249), 5-6-14; Ord. No. 4265, § 1, 6-21-16)

Sec. 9.104. - Programs and incentives to reduce parking requirements.

The following programs and incentives are provided to permit reduced parking requirements in the locations and situations outlined herein where the basic parking requirements of this Zoning Ordinance would be excessive or detrimental to goals and policies of the city relating to mass transit and other alternative modes of transportation.

- A. *Administration of parking reductions.* Programs and incentives which reduce parking requirements may be applied individually or jointly to properties and developments. Where reductions are allowed, the number of required parking spaces which are eliminated shall be accounted for both in total and by the program, incentive or credit which is applied. The record of such reductions shall be kept on the site plan within the project review file. Additionally, the reductions and manner in which they were applied shall be transmitted in writing to the property owner.
- B. *Credit for on-street parking.* Wherever on-street angle parking is provided in the improvement of a street, credit toward on-site parking requirements shall be granted at the rate of one (1) on-site space per every twenty-five (25) feet of frontage, excluding the following:
 - 1. Frontage on an arterial, major arterial or expressway as designated in the Transportation Master Plan.
 - 2. Frontage on a street that is planned to be less than fifty-five (55) feet wide curb-to-curb.
 - 3. Frontage within twenty (20) feet of a corner.
 - 4. Frontage within ten (10) feet of each side of a driveway or alley.
 - 5. Frontage within a fire hydrant zone or other emergency access zone.
 - 6. Locations within the Downtown Area.
- C. *Credit for bicycle parking facilities.*
 - 1. *Purpose.* The City of Scottsdale, in keeping with the federal and Maricopa County Clean Air Acts, wishes to encourage the use of alternative transportation modes such as the bicycle instead of the private vehicle. Reducing the number of vehicular parking spaces in favor of bicycle parking spaces helps to attain the standards of the Clean Air Act, to reduce impervious surfaces, and to save on land and development costs.
 - 2. *Performance standards.* The Zoning Administrator may authorize credit towards on-site parking requirements for all uses except residential uses, for the provision of bicycle facilities beyond those required by this Zoning Ordinance, subject to the following guidelines:
 - a. Wherever bicycle parking is provided beyond the amount required per Section 9.103.C., required bicycle parking, credit toward required on-site vehicular parking may be granted pursuant to the following:
 - i. Downtown Area: one (1) vehicular space per eight (8) bicycle spaces.
 - ii. All other zoning districts: one (1) vehicular space per ten (10) bicycle spaces.

- b. Wherever bicycle parking facilities exceed the minimum security level required per Section 9.103.D., required bicycle parking, credit towards required onsite vehicular parking may be granted at a rate of one (1) vehicular space per every four (4) high-security bicycle spaces.

High-security bicycle spaces shall include those which protect against the theft of the entire bicycle and of its components and accessories by enclosure through the use of bicycle lockers, check-in facilities, monitored parking areas, or other means which provide the above level of security as approved by the Zoning Administrator.

- c. Wherever shower and changing facilities for bicyclists are provided, credit towards required on-site vehicular parking may be granted at the rate of two (2) vehicular spaces per one (1) shower.
- d. The number of vehicular spaces required Table 9.103.A., or when applicable Table 9.103.B., shall not be reduced by more than five (5) percent or ten (10) spaces, whichever is less.

- D. *Credit for participation in a joint parking improvement project.* After April 7, 1995, no new joint parking improvement projects shall be designated in the City of Scottsdale. Existing joint parking improvement projects may continue to exist, subject to the standards under which they were established.

The joint parking improvement project was a program through which a group of property owners with mixed land uses including an area of more than three (3) blocks and at least six (6) separate ownerships could join together on a voluntary basis to form a parking improvement district, providing parking spaces equal to a minimum of thirty (30) percent of their combined requirements according to the ordinance under which they were established. Each participant property could have received credit for one and one-half (1½) times his proportioned share of the parking spaces provided. The project required that a statement be filed with the superintendent of buildings stating the number of spaces assigned to each participating property. No adjustments were to be permitted subsequent to the filing of this statement.

- E. *Mixed-use shared parking programs.*

- 1. Purpose. A mixed-use shared parking program is an option to reduce the total required parking in large mixed-use commercial centers and mixed-use developments in which the uses operate at different times throughout the day. The city recognizes that strict application of the required parking ratios may result in excessive parking spaces. This results in excessive pavement and impermeable surfaces and discourages the use of alternate transportation modes.
- 2. Applicability. A mixed-use shared parking program is an alternative to a parking master plan.
- 3. Procedure.
 - a. A mixed-use shared parking program may be proposed at the time a parking plan is required.
 - b. The mixed-use shared parking program may also be requested exclusive of any other site plan review or permitting procedure.
 - c. Mixed-use shared parking plans shall be reviewed by, and are subject to the approval of, the Zoning Administrator.
 - d. Alternatively, the applicant may elect to have the shared parking plan reviewed by, and subject to the approval of, the City Council in a public hearing.
 - e. For changes of use in mixed-use projects, the parking necessary for the new mix of uses shall not exceed the parking required by the previous mix of uses.

4. Limitations on mixed-use shared parking.
 - a. The total number parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area or a development that is defined as mixed-use development or mixed- use commercial center not in the Downtown Area.
 - b. The total number of parking spaces required by Table 9.103.A. shall not be reduced by more than twenty (20) percent.
5. Performance standards. The Zoning Administrator may authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing on-site parking subject to the following criteria:
 - a. The respective hours of operation of the uses do not overlap, as demonstrated by the application on Table 9.104.A., Schedule of Shared Parking Calculations. If one (1) or all of the land uses proposing to use joint parking facilities do not conform to one (1) of the general land use classifications in Table 9.104.A., Schedule of Shared Parking Calculations, data shall indicate there is not substantial conflict in the principal operating hours of the uses. Such data may include information from a professional publication such as those published by the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI), or by a professionally prepared parking study.
 - b. A parking plan shall be submitted for approval which shall show the layout of proposed parking.
 - c. The property owners involved in the joint use of on-site parking facilities shall submit a written agreement subject to City approval requiring that the parking spaces shall be maintained as long as the uses requiring parking exist or unless the required parking is provided elsewhere in accordance with the provisions of this Article. Such written agreement shall be recorded by the property owner with the Maricopa County Recorder's Office prior to the issuance of a building permit, and a copy filed in the project review file.

Table 9.104.A Schedule of Shared Parking Calculations

General Land Use Classification	Weekdays			Weekends		
	12:00 a.m.— 7:00 a.m.	7:00 a.m.— 6:00 p.m.	6:00 p.m.— 12:00 a.m.	12:00 a.m.— 7:00 a.m.	7:00 a.m.— 6:00 p.m.	6:00 p.m.— 12:00 a.m.
Office and industrial	5%	100%	5%	0%	60%	10%
Retail	0%	100%	80%	0%	100%	60%
Residential	100%	55%	85%	100%	65%	75%
Restaurant and bars	50%	70%	100%	45%	70%	100%

Hotel	100%	65%	90%	100%	65%	80%
Churches and places of worship	0%	10%	30%	0%	100%	30%
Cinema/theater, and live entertainment	0%	70%	100%	5%	70%	100%

How to use the schedule of shared parking. Calculate the number of parking spaces required by Table 9.103.A. for each use as if that use were free-standing (the total number of parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area, or a development that is defined as mixed-use development or mixed-use commercial center not in Downtown Area.)

Applying the applicable general land use category to each proposed use, use the percentages to calculate the number of spaces required for each time period, (six (6) time periods per use). Add the number of spaces required for all applicable land uses to obtain a total parking requirement for each time period. Select the time period with the highest total parking requirement and use that total as your shared parking requirement.

F. *Parking master plan.*

1. *Purpose.* A parking master plan is presented as an option to promote the safe and efficient design of parking facilities for sites larger than two (2) acres or those sites in the Downtown Type 1 Area as designated by the Downtown Plan larger than sixty thousand (60,000) square feet. The city recognizes that strict application of the required parking standards or ratios may result in the provision of parking facilities of excessive size or numbers of parking spaces. This results in excessive pavement and impermeable surfaces and may discourage the use of alternate transportation modes. A parking master plan provides more efficient parking through the following requirements.
2. *Applicability.* The parking master plan is appropriate to alleviate problems of reuse and is also applicable as an alternative to the above mixed-use shared parking programs.
3. *Procedure.*
 - a. A parking master plan may be proposed at the time a parking plan is required.
 - b. The parking master plan may also be requested exclusive of any other site plan review or permitting procedure.
 - c. Parking master plans shall be reviewed by, and are subject to the approval of, the Zoning Administrator.
 - d. For changes of use in mixed-use projects, the parking necessary for the new mix of uses shall not exceed the parking required by the previous mix of uses.

4. Limitations on parking master plans.
 - a. The total number parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area or a development that is defined as mixed-use development or mixed-use commercial center not in the Downtown Area.
 - b. The Zoning Administrator shall only permit reductions of up to twenty (20) percent of the total parking required per Table 9.103.A.
 - c. Reductions of more than twenty (20) percent of required parking shall be subject to approval by the City Council.
5. Elements of a parking master plan. The contents of the parking master plan shall include:
 - a. A plan, which graphically depicts where the spaces and parking structures are to be located.
 - b. A report, which demonstrates how everything shown on the plan complies with or varies from applicable standards and procedures of the City.
 - c. The plan shall show all entrances and exits for any structured parking and the relationship between parking lots or structures and the circulation master plan.
 - d. The plan, supported by the report, shall show the use, number, location, and typical dimensions of parking for various vehicle types including passenger vehicles, trucks, vehicles for mobility impaired persons, buses, other transit vehicles and bicycles.
 - e. The plan, supported by the report, shall include phasing plans for the construction of parking facilities and any interim facilities planned.
 - f. Whenever a reduction in the number of required parking spaces is requested, the required report shall be prepared by a registered civil engineer licensed to practice in the State of Arizona and shall document how any reductions were calculated and upon what assumptions such calculations were based.
 - g. Parking ratios used within the report shall be based upon uses or categories of uses already listed within Table 9.103.A., Schedule Of Parking Requirements (the total number of parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area or a development that is defined as mixed-use development or mixed-use commercial center not in the Downtown Area.)
 - h. Such other information as is determined by the reviewing authority to be necessary to process the parking master plan.
6. *Performance standards.* Parking shall comply with the requirements of the Zoning Ordinance as amended except where application of the following criteria can show that a modification of the standards is warranted. This shall be determined by the Zoning Administrator pending review of the materials described in Subsection 5. above.
 - a. The parking master plan shall provide sufficient number and types of spaces to serve the uses identified on the site.
 - b. Adequate provisions shall be made for the safety of all parking facility users, including motorists, bicyclists and pedestrians.
 - c. Parking master plans shall be designed to minimize or alleviate traffic problems.
 - d. Parking spaces shall be located near the uses they are intended to serve.

- e. Adequate on-site parking shall be provided during each phase of development of the district.
 - f. The plan shall provide opportunities for shared parking or for other reductions in trip generation through the adoption of Transportation Demand Management (TDM) techniques to reduce trip generation, such as car pools, van pools, bicycles, employer transit subsidies, compressed work hours, and High Occupancy Vehicle (HOV) parking preference.
 - g. Surfacing of the lot shall be dust-proof, as provided by Section 9.106.C.1.
 - h. The parking master plan shall attempt to reduce environmental problems and to further the City's compliance with the federal Clean Air Act amendments of 1990 through appropriate site planning techniques, such as but not limited to reduced impervious surfaces and pedestrian connections.
 - i. Compliance with the federal Clean Air Act amendments of 1990 shall be considered.
 - j. Reductions in the number of parking spaces should be related to significant factors such as, but not limited to:
 - i. Shared parking opportunities;
 - ii. Hours of operation;
 - iii. The availability and incorporation of transit services and facilities;
 - iv. Opportunities for reduced trip generation through pedestrian circulation between mixed-uses;
 - v. Off-site traffic mitigation measures;
 - vi. Recognized variations in standards due to the scale of the facilities;
 - vii. Parking demand for a specified use; and
 - viii. The provisions of accessible parking spaces beyond those required per Section 9.105.
 - k. Reductions in the number of parking spaces for neighborhood-oriented uses may be granted at a rate of one (1) space for every existing or planned residential unit located within two (2) blocks of the proposed use, and one-half (0.5) space for every existing or planned residential unit located within four (4) blocks of the proposed use.
7. *Approval.* The property owner involved in the parking master plan shall submit a written agreement, subject to City approval, requiring that the parking facility and any associated Transportation Demand Management (TDM) techniques shall be maintained without alteration unless such alteration is authorized by the Zoning Administrator. Such written agreement shall be recorded by the property owner with the Maricopa County Recorder's Office prior to the issuance of a building permit, and a copy filed in the project review file.
- G. *Reserved.*
- H. *Downtown Overlay District Program.*
- 1. *Purpose.* This parking program will ease the process of calculating parking supply for new buildings, remodels, or for buildings with new tenants or new building area.
This parking program consists of two (2) elements: Parking required and parking waiver.
 - 2. *Parking required.* The amount of parking required shall be:
 - a. *If there is no change of parking intensity.*

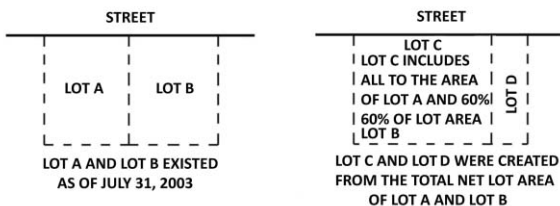
- i. If there is no change of parking intensity of the land use on any lot that has a legal land use existing as of July 31, 2003, no additional parking shall be required.
 - b. *Parking credits.*
 - i. Parking credits under this program shall be only for: parking improvement districts, permanent parking in-lieu credits, approved zoning variances for on-site parking requirements - unless the Zoning Administrator finds that the justification for the parking variance no-longer exists, and Parking P-3 District, except as provided in Section 9.104.H.2.b.i.(1). Only these parking credits shall carry forward with any lot that has parking credits as of July 31, 2003.
 - (1) Parking credits associated with the Parking P-3 District shall continue to apply, unless the Parking P-3 District is removed from the property.
 - ii. The Downtown Overlay District does not void public agreements for parking payments of any type of parking program.
 - iii. Any parking improvement district credit(s) or permanent parking in-lieu credit(s) that the lot has that are in excess of the current parking demand shall remain with the lot.
 - iv. Property owners are still required to pay for any program that allowed them to meet the parking requirements.
 - c. *Increase in parking.*
 - i. When a property's parking requirements increase above the parking requirements on July 31, 2003, the new parking requirement is calculated as follows:

$(N - O) + T = \text{number of parking spaces required}$
 $N = \text{new (increased) parking requirement}$
 $O = \text{old parking requirement (on July 31, 2003)}$
 $T = \text{total of on-site and any remote parking spaces, plus any parking credits required on July 31, 2003 to meet the old parking requirement (excluding excess on-site and remote parking spaces and any excess parking credits).}$
 - ii. As applicable, Table 9.103.A. Table 9.103.B. shall be used to calculate N and O.
 - iii. A waiver to this requirement is in Section 9.104.H.3.
3. *Parking waiver within the Downtown Overlay District.*
- a. *Purpose.* This parking waiver is designed to act as an incentive for new buildings, and for building area expansions of downtown businesses, which the expansion will have a minimal impact on parking demand.
 - b. *Applicability.* Upon application, property owners may have parking requirements waived if they meet both the following criteria:
 - i. Are within the Downtown Overlay District, and/or the Downtown District; and
 - ii. The new building or the new area of a building expansion is used for retail, office, restaurant or personal care services uses allowed in the underlying district.
 - c. *Limitations on this parking waiver.*
 - i. Can be used only once per lot existing as of July 31, 2003.

- ii. Can be used for retail, office, restaurant or personal care services uses allowed in the underlying district at a ratio of one (1) space per three hundred (300) gross square feet.
 - iii. Is limited to a maximum of two thousand (2,000) gross square feet of new building, or building area expansion. The two thousand (2,000) gross square feet per lot of new building, or building area expansion may be used incrementally, but shall not exceed two thousand (2,000) gross square feet of the building size of each lot existing as of July 31, 2003.
- (1) Except as provided in Section 9.104.H.3.c.iii.(1)., a lot that is created after July 31, 2003 from more than one (1) lot that existed as of July 31, 2003 shall be allowed to utilize parking waiver as cumulative total of all lots that were incorporated into one (1) lot.
 - (2) A lot(s) that is created after July 31, 2003 from a portion of a lot(s) that existed as of July 31, 2003 shall be entitled to a waiver of area, as described in section 9.104.H.3.c.iii., based on the pro-rata portion of the net lot that was split from the existing lot(s) and incorporated into the new lot(s). For example:

As shown in Figure 9.104.A., Lot A and Lot B are reconfigured into two (2) new lot configurations, Lot C and Lot D. Lot C now includes all of the net lot area of Lot A and sixty (60) percent of the net lot area of Lot B. Lot C is entitled to the all of the waiver of Lot A and sixty (60) percent of the waiver of Lot B. Lot D is entitled only to forty (40) percent of the waiver of Lot B.

FIGURE 9.104.A.

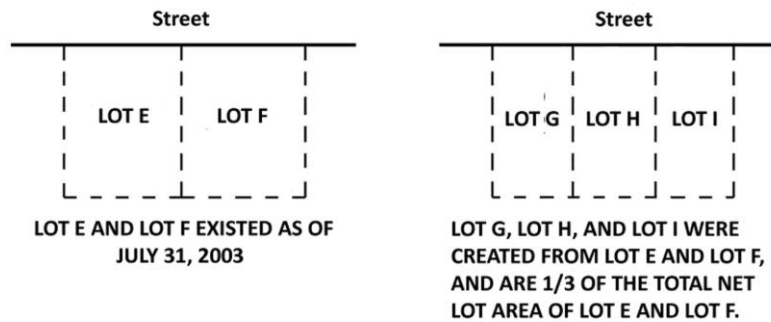


Therefore, Lot C's wavier would be three thousand two hundred (3,200) square feet of new building, or building area expansion; and Lot D's wavier would be eight hundred (800) square feet of new building, or building area expansion.

Another example may be:

As shown in Figure 9.104.B., Lot E and Lot F are reconfigured into three (3) new lots, Lot G, Lot H, and Lots I. Lot G, Lot H, and Lots I are each equal to one-third ($\frac{1}{3}$) of the total net lot area of Lot E and Lot F. therefore, Lot G, Lot H, AND Lots I each are entitled to one-third ($\frac{1}{3}$) of the total wavier that is allowed for Lot E and Lot F.

FIGURE 9.104.B.



Therefore, Lot G's, Lot H's, and Lot I's waiver each would be one thousand three hundred thirty-three and one-third (1,333.33) square feet of new building, or building area expansion.

- iv. Cannot be used on land that issued to meet a property's current parking requirement unless the same number of physical parking spaces are replaced elsewhere on site, or through the purchase of permanent in-lieu parking credits.
- d. *Residential addition parking waiver.* No additional parking is required for up to four new dwelling units that are added to a development as part of a 2,000 square foot (or smaller) nonresidential gross floor area expansion.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3520, § 1, 7-1-03; Ord. No. 3543, § 1(Exh. 1), 12-9-03; Ord. No. 3774, § 2, 3-18-08; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. §§ 110—114), 11-9-10; Ord. No. 3980, § 1(Res. 8895, § 1, Exh. A, § 47), 12-6-11; Ord. No. 4005, § 1(Res. No. 8947, Exh. A, § 199, 200), 4-3-12; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, §§ 24, 25), 6-18-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, §§ 250—261), 5-6-14)

Sec. 9.105. - Mobility impaired accessible spaces.

- A. *Purpose.* The City encourages all development to provide adequate facilities for accessibility to people with mobility impairments covered by the Americans with Disabilities Act (ADA) and the Fair Housing Act (FHA), as amended.
- B. *Required accessible parking spaces.*
 1. Accessible parking spaces for any building or use shall conform to the ADA, FHA and Article IX.
 2. Outpatient facilities in a hospital. Minimum: ten (10) percent of the provided parking.
 3. Rehabilitation facilities specializing in treating mobility impairments. Minimum: twenty (20) percent of the provided parking.
 4. Other uses. Minimum: four (4) percent of the provided parking.
- C. *Reductions in the required accessible parking spaces.*
 1. To reduce the number of accessible parking spaces, the property owner shall submit a development application to the Zoning Administrator, including the following:
 - a. A report indicating the actual demand for the number of accessible parking spaces in the development project, and
 - b. Any other information requested by the Zoning Administrator.

2. The Zoning Administrator may approve a reduction in the required accessible parking spaces, if:
 - a. The development project provides over five hundred (500) parking spaces;
 - b. The development project includes major employment use(s);
 - c. The development project is within six hundred (600) feet of a public transit route and stop;
 - d. The development project has minimal direct daily visitors;
 - e. The reduced demand for accessible parking spaces is supported by the request; and
 - f. The request is supported by other relevant information determined by the Zoning Administrator.
 3. The accessible parking spaces required shall not be less than two (2) percent of the provided parking spaces, or as required by ADA, whichever results in more accessible parking spaces.
- D. *Existing developments.*
1. The location and any restriping of accessible parking spaces shall comply with the approved site plan, and applicable ADA and FHA requirements.
 2. Reconfiguring any onsite parking shall be subject to City approval. All reconfigured accessible parking spaces shall conform with Article IX. and the Design Standards & Policies Manual.
- E. *Location of accessible spaces.*
1. Each accessible parking space shall be located adjacent to the shortest route to the accessible building entrance used by the public.
 2. Accessible parking spaces shall be dispersed, but located nearest to accessible entrances, for any building with multiple accessible entrances.
 3. Accessible parking spaces shall be dispersed, but located nearest to accessible entrances, throughout a development project with multiple buildings.
 4. The minimum width of the accessible route shall conform to the ADA, FHA and the Design Standards and Policies Manual.
 5. Accessible parking in a parking structure or podium parking may be provided on one level adjacent to the shortest route to the accessible building entrance.
 6. Where a development project provides fewer than five (5) on-site parking spaces accessed from an alley, the Zoning Administrator may approve a nearby on-street accessible parking space upon finding the space affords:
 - a. Greater accessibility to the accessible building entrance, and
 - b. Greater convenience.
- F. *Standards.* Accessible parking spaces and access aisles shall conform to the Design Standards & Policies Manual, and the following:
1. Minimum accessible parking space width: eleven (11) feet.
 2. Minimum accessible parking space length: In accordance with Section 9.106.
 3. Access aisle width: five (5) feet.
 4. Two (2) adjacent accessible parking spaces may share an access aisle.
- G. *Identification.* Identification, signage and markings of the accessible parking spaces, access aisles and access routes shall conform to the ADA, FHA, and the Design Standards and Policies Manual.
- H. *Slope.*
1. Maximum slope of a ramp from the access aisle to a sidewalk: 1:12 ratio.

2. Maximum slope and cross slope of the access aisle and route: 1:50 ratio.
- I. *Accessible tenant covered parking, podium parking, and parking structure parking spaces for multiple dwelling development projects.*
 1. Minimum: the same percentage as non-accessible tenant covered, podium parking, and parking structure parking spaces.
- J. *Accessible separate garage parking for multiple dwelling development projects.*
 1. Where separate garages for the dwelling units are provided in a multiple dwelling development project, the site plan shall designate which garages are adaptable for accessible parking.
 2. Minimum: the same percentage as non-accessible separate garages.
 3. The dimensions of each accessible parking space and access aisle shall comply with Article IX.
- K. *Accessible covered parking, garage, podium parking, and parking structure parking for visitors of multiple dwelling development projects.*
 1. Minimum: the same percentage as non-accessible covered parking, garage, podium parking, and parking structure parking spaces.
- L. *Common covered accessible parking for employees.* The property owner shall provide accessible covered parking space(s) upon request from an employee that is employed by an establishment on the property if the property owner provides non-accessible common covered parking.
- M. *Accessible non-residential covered parking, garage, podium parking, and parking structure parking.*
 1. Minimum: the same percentage as non-accessible covered parking, garage, podium parking, and parking structure parking spaces.
- N. *Reasonable accommodations.* Property with a parking structure or podium parking that was permitted before January 26, 1992 with a Certificate of Occupancy issued before January 26, 1993, and which is unable to provide accessible parking within the parking structure or podium parking due to structural or other reasonable limitations, shall provide reasonable accommodations on the property for accessible covered parking, subject to the Zoning Administrator's approval.
- O. *Vertical clearance.* In addition to ADA and FHA requirements:
 1. Minimum accessible parking space vertical clearance: eight (8) feet two (2) inches.
 2. Minimum vehicular drive aisle vertical clearance to and from covered parking, garage, podium parking, and parking structure accessible parking space(s): eight (8) feet two (2) inches.
- P. *Passenger loading zones.* Passenger loading zones shall conform to the ADA, FHA and the Design Standards and Policies Manual.
- Q. The ADA, FHA, and Section 504 of the Rehabilitation Act of 1973, as amended, apply if any part of this Section 9.105 is determined unenforceable.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. § 115), 11-9-10; Ord. No. 4117, § 1(Res. No. 9563, Exh. A, § 99), 11-19-13)

Sec. 9.106. - Design standards for public and private on-site ingress, egress, maneuvering and parking areas.

A. *Standard Parking space dimension.*

1. *Vehicular.*
 - a. Except for parallel parking spaces, as indicated below, and in Table 9.106.A. parking spaces shall have a minimum width of nine (9) feet and a minimum length of eighteen (18)

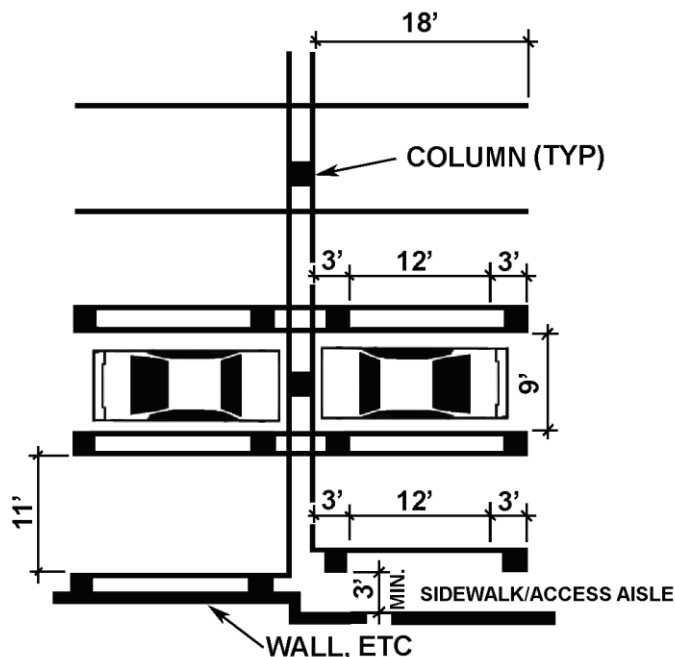
feet. Parallel parking spaces shall have a minimum width of nine (9) feet and a minimum length of twenty-one (21) feet.

- i. For new development and/or redevelopment constructed after July 9, 2010, when a side of a parking space is adjacent to a wall, column, or other obstruction, except as provided in Sections 9.106.A.1.a.ii. and 9.106.A.1.a.iii., that is taller than six (6) inches, and where a minimum three-foot wide unobstructed pedestrian access aisle is not provided between the wall, column, or other obstruction and the parking spaces, the width of the parking space shall be increased by two (2) feet on the obstructed side, as illustrated by Figure 9.106.A.

 - (1). The entire required width and length of a parking space(s) shall not be obstructed by a column, or obstruction that is greater than six (6) inches in height, as illustrated by Figure 9.106.A.

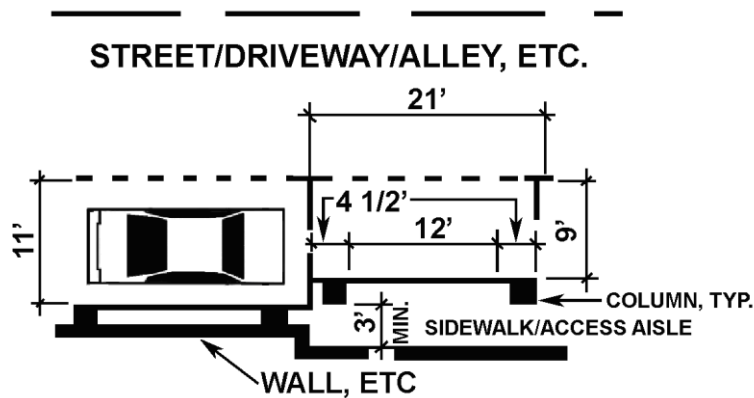
- ii. For new development and/or redevelopment constructed after July 9, 2010, when a side of a parking space, excluding a parallel parking space, that is adjacent to a column that is taller than six (6) inches, the obstructed side shall be unobstructed for a minimum of twelve (12) feet, which is between the front three (3) feet and rear three (3) feet of the parking space, as further illustrated by Figure 9.106.A.

FIGURE 9.106.A. Column, etc. Obstructions



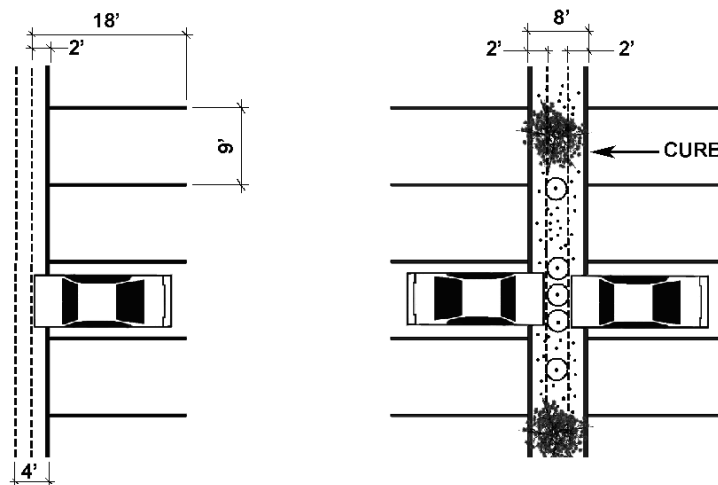
- iii. For new development and/or redevelopment constructed after July 9, 2010, when a side of a parallel parking space that is adjacent to a wall, column, or other obstruction that is taller than six (6) inches, the obstructed side shall be unobstructed for a minimum of twelve (12) feet, which is between the front four and one-half (4½) feet and rear four and one-half (4½) feet of the parking space, as further delineated by Figure 9.106.B.

Figure 9.106.B. Parallel Parking Space Side Obstructions



- b. As illustrated in Figure 9.106.C., the front length of the space may over-hang a curb or low planter of a maximum height of six (6) inches and a maximum depth of two (2) feet which may not be calculated as required open space, or required parking lot landscaping. If a low planter is utilized the following conditions shall be met:
 - i. Where the front of a parking stall overhangs a curb or planter on one (1) side only, the minimum width of the planter shall be four (4) feet.
 - ii. Where the front of a parking stall overhangs a curb or planter on both sides, the minimum width of the planter shall be eight (8) feet.

Figure 9.106.C. Parking Stall Overhangs



- c. Where special circumstances exist, such as, but not limited to, a lot size, the Development Review Board may approve parking space sizes different from the requirements of the sections of 9.106.A.1. and Table 9.106.A.; but may not approve aisle sizes different from the requirements of Table 9.106.A.
2. *Bicycle*. Bicycle parking spaces shall have a minimum width of two (2) feet and a minimum length of six (6) feet, unless the spaces are provided by a pre-manufactured bicycle rack or locker which differ from this dimension, in which case the dimension of the pre-manufactured rack or locker shall suffice.

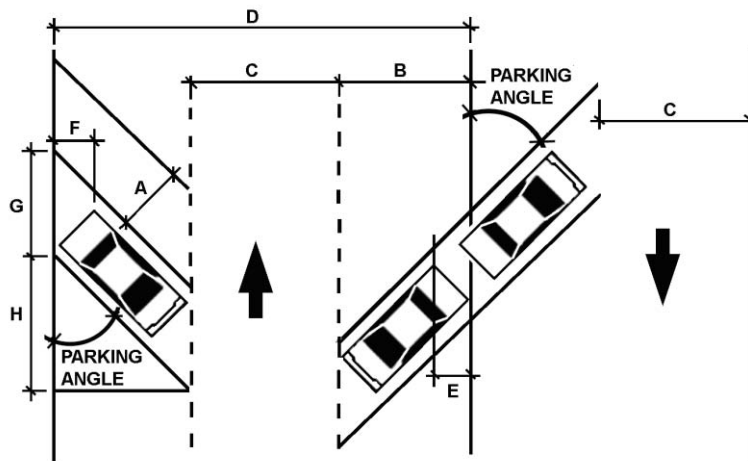
- B. *Parking layout.* Minimum layout dimensions are established in Table 9.106.A. and Figure 9.106.D. which shall apply to all off-street parking areas with the exception that parking spaces accessed by an alley shall require a minimum of ten (10) feet from the back of the space to the alley centerline.

Table 9.106.A. On-Site Parking Dimensions								
Angle	Stall Width (A) ^{1, 3}	Vehicle Projection (B) ¹	Aisle (C)* ^{1, 2}	Typical Module (D) ¹	Interlock Reduction (E) ¹	Overhang (F) ¹	Curb Length (G) ¹	End of Row Waste (H) ¹
0°	21	9.0	12.0	40.0	0	0	21.0	—
45°	9.0	19.1	12.0	50.2	6.4	1.4	12.7	19.1
50°	9.0	19.6	14.5	53.7	5.8	1.5	11.7	16.4
55°	9.0	19.9	16.0	55.8	5.2	1.6	11.0	13.9
60°	9.0	20.1	18.0	58.2	4.5	1.7	10.4	11.6
65°	9.0	20.1	20.0	60.2	3.8	1.8	9.9	9.4
70°	9.0	20.0	22.0	62.0	3.1	1.9	9.6	7.3
75°	9.0	19.7	24.0	63.4	2.3	1.9	9.3	5.3
90°	9.0	18.0	24.0	60.0	0	2.0	9.0	0

Note:

1. All measurements are in feet.
2. No two-way drive aisle shall be less than twenty-four (24) feet in width.
3. An accessible parking stall width and access aisle shall comply with Section 9.105.E.

Figure 9.106.D.



C. *Design and improvement standards.*

1. *Vehicular.*

- a. Residential uses with up to four (4) units: parking, maneuvering, ingress and egress areas, for residential uses, with a total area of three thousand (3,000) square feet or greater, shall be improved in compliance with the Design Standards & Policies Manual and thereafter maintained by surfacing, to prevent emanation of dust, with (1) concrete, asphalt, cement or sealed aggregate pavement; (2) three (3) inches deep crushed rock completely contained in a permanent border; or (3) another stabilization material approved by Maricopa County.
- b. Nonresidential uses and residential uses with more than four (4) units: parking, maneuvering, ingress and egress areas for (1) industrial, commercial, and nonresidential uses, and (2) residential uses with more than four (4) units shall be improved in compliance with the Design Standards & Policies Manual and thereafter maintained with regard to:
 - i. Grading and drainage.
 - ii. Surfacing, to prevent emanation of dust, with (1) concrete, asphalt, cement or sealed aggregate pavement; (2) three (3) inches deep crushed rock completely contained in a permanent border; or (3) another stabilization material approved by Maricopa County.
 - iii. Parking stall layout and markings.
 - iv. Protective pipes at driveway entrances.
 - v. Curbs, barriers and wheel stops. This requirement shall not apply within the taxilane safety area.
 - vi. Directional signs.
- c. Nonresidential uses and residential uses with more than four (4) units: parking areas for (1) industrial, commercial, and nonresidential uses, and (2) residential uses with more than four (4) units shall meet the following standards:
 - i. The parking lot shall be designed so that vehicles exiting therefrom will not be required to back out across any sidewalk or street.
 - ii. Except as permitted in Section 9.106.C.1.c.ii.(1). All required on-site parking spaces shall be accessed directly from a drive aisle, alley or driveway. All on-site parking

facilities shall be provided with appropriate means of vehicular access to a public street.

- (1) Residential parking space may be provided in a two (2) parking space tandem configuration if the tandem spaces are allocated to the same residential dwelling. Tandem parking spaces shall be accessed directly from a drive aisle, alley or driveway.
 - iii. All parking lots shall be illuminated in accordance with Section 7.600, Outdoor Lighting, or as determined by the Development Review Board.
 - iv. Illumination of an on-site parking area shall be arranged so as not to reflect direct rays of light into adjacent residential districts and streets. In no case shall such lighting cause more than one (1) footcandle of light to fall on adjacent properties as measured horizontally at the lot line, or as approved by the Development Review Board. Shields shall be used where necessary to prevent exposure of adjacent properties.
 - v. Any wall, fence or landscaping provided shall be adequately protected from damage by vehicles using the parking lot and shall be properly maintained and kept in good repair at all times.
 - d. The effective dates for the improvement standards regarding surfacing set forth in this section shall be:
 - i. October 1, 2008 for parking, maneuvering, ingress and egress areas for industrial, commercial, and nonresidential uses, and residential uses with more than four (4) units; and
 - ii. October 1, 2009 for parking, maneuvering, ingress and egress areas, for residential uses, with a total area of three thousand (3,000) square feet or greater.
2. *Bicycle.*
- a. The type of bicycle parking facility provided shall be determined according to the requirements of Section 9.103.C., Required bicycle parking, and Section 9.104.C, Credit for bicycle parking facilities.
 - b. Bicycle facilities shall be located on the same site as the generating land use and within fifty (50) feet of the building entrance in a location which does not extend into pedestrian sidewalks or vehicular traffic lanes.
 - c. Lighting shall be provided along the access route from the bicycle facility to the building if the route is not completely visible from lighting on the adjacent sidewalks or vehicular parking facilities. Such lighting shall be provided in accordance with Section 7.600, Outdoor Lighting, or as determined by the Development Review Board.
3. *Covered parking.*
- a. No covered parking shall be allowed in a required yard or building setback.
- D. *Driveway parking prohibited except in residential districts.* Except in residential districts, parking in driveways connecting the public right-of-way with a parking area or garage shall not be permitted on or adjacent to the driveway.
- E. *Landscape design.*
1. Parking lot landscaping and landscape islands shall be provided in accordance with Article X.
 2. Parking structures fronting on a public street shall include pedestrian-related amenities such as sitting areas, planters, and visually-interesting wall surfaces at the street level along the street frontage, subject to design approval by the Development Review Board.
- F. *Screening.*

1. Parking lot areas and on-site vehicular circulation (including drive-throughs and drive-ins, but excluding access driveways to streets and alleys) shall be screened from all streets and alleys by a three-foot tall masonry wall or berm and/or opaque landscape materials, subject to design approval by the Development Review Board.
2. Outdoor vehicle display areas shall be screened, subject to design approval by the Development Review Board.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 2887, § 1, 3-19-96; Ord. No. 2977, § 1, 12-17-96; Ord. No. 3225, § 1, 5-4-99; Ord. No. 3274, § 2, 12-7-99; Ord. No. 3774, § 3, 3-18-08; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. § 116), 11-9-10; Ord. No. 4005, § 1(Res. No. 8947, Exh. A, § 201), 4-3-12; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, §§ 26—28), 6-18-13; Ord. No. 4117, § 1(Res. No. 9563, Exh. A, § 100), 11-19-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 262), 5-6-14)

Sec. 9.107. - Remote parking.

- A. *Remote parking.* Parking off a development site is permitted under the following procedures.
- B. *Remote parking agreement.* The remote parking agreement shall be subject to approval by the Zoning Administrator and City Attorney. The document shall contain the following and be recorded against the properties where the parking and served use are located.
 1. A term of at least five (5) years, to protect the city's interests in providing long-term, stable parking for the served use.
 2. Discontinuation of the served use if the remote parking becomes unavailable.
 3. Maintenance requirements.
 4. Termination, violations and enforcement provisions.
- C. *Zoning Administrator review.* The Zoning Administrator shall consider whether the remote parking:
 1. Is within six hundred (600) feet of the property line of the served use.
 2. Is accessible to the served use by a direct, safe, continuous pedestrian way.
 3. Serves the purposes of this Zoning Ordinance.

(Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 29), 6-18-13)

Editor's note— Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 29), adopted June 18, 2013, repealed and reenacted § 9.107 in its entirety to read as herein set out. Prior to inclusion of said ordinance, said provisions pertained to locating required parking relative to the use served. See also the Code Comparative Table.

Sec. 9.108. - Special parking requirements in districts.

- A. *Planned Regional Center (PRC).* The provisions of Article IX shall apply with the following exceptions:
 1. There shall be no parking required for courtyards or other open spaces, except that those portions thereof used for sales or service activities shall provide parking as specified elsewhere by this Zoning Ordinance.
 2. Parking for dwellings shall be covered.

- B. *Theme Park District (WP)*. The provisions of Article IX shall apply with the following exceptions:
1. The number of spaces required in Table 9.103.A. may be proportionately reduced by the provision of bus parking. Bus parking provided in lieu of automobile parking spaces may account for a maximum reduction of fifty (50) percent of the spaces required in Table 9.103.A.
 2. If any bus parking is provided in lieu of automobile parking spaces, one (1) overflow automobile parking space shall be provided for each twenty-five (25) persons for whom seating is provided as indicated on the approved development plan.
- C. *Downtown*. In Type 1 Areas of the Downtown Area, all parking shall be accessed from an alley or a street adjacent to a side yard. Unless approved by the Development Review Board, there shall be no curb cuts on streets abutting a front yard within any Type 1 Area.
- D. *In-lieu parking program in the Downtown Overlay District (DO) and the Downtown District (D)*.
1. *Purpose*. The purpose of the in-lieu parking program is to assist the property owners of small properties to reinvest, develop, and redevelop to the highest and best use of the property, and to accommodate different land uses throughout the life span of a development. In addition, the purpose of the in-lieu parking program is to foster a pedestrian-oriented environment with a sustainable urban design and character for all properties in the Downtown Area, by reducing the total number of physical parking spaces on a property. Also, as specified below, fees associated lieu parking program shall be utilized for the downtown parking program and downtown tram service.
 2. *Parking requirements*. A property owner may satisfy a property's nonresidential parking requirement through the City's in-lieu parking program by an in-lieu parking payment(s) made to the City's downtown parking program enhancement account for in-lieu parking credits. The regulations of the in-lieu parking program shall not be eligible for a variance. The City shall not be obligated to approve a property owner's request to participate in the in-lieu parking program.
 3. *Approvals required*.
 - a. The City Council shall determine whether or not to allow a property owner to participate in the in-lieu parking program based on the following considerations:
 - i. New development, reinvestment, or redevelopment of the property;
 - ii. The use of the property fosters a pedestrian-oriented environment with an urban design and character, and the use of public transit or the downtown tram service;
 - iii. Property size and configuration;
 - iv. The amount of public parking available to the area;
 - v. The future opportunity to provide public parking in the area; or
 - vi. Open space and public realm areas are maintained and/or parking lots convert into open space and public realm.
 - b. The Zoning Administrator may administratively approve participation in the in-lieu parking program for up to, and including five (5) in-lieu parking credits, provided that the allowance is based on the City Council considerations of Section 9.108.D.3.a. The Zoning Administrator approval shall not exceed a total of five (5) in-lieu parking credits per lot.
 - i. An appeal of the Zoning Administrator's, denial for participation in-lieu parking program shall be heard by City Council.
 - (1) Appeals must be filed with the City Clerk no later than thirty (30) days after the Zoning Administrator issues any written denial for participation in-lieu parking program.
 - ii. The City Council shall evaluate an appeal, and may approve or deny participation in-lieu parking program based on the considerations specified in Section 9.108.D.3.a.

4. *In-lieu parking credit fees.* The amount of the in-lieu parking credit fee(s) shall be established by the City Council, and may include penalty fees for late payment, legal fees, administrative fees, an interest rate to account for the time value of money for the in-lieu parking installment purchase option, and any other fee the City Council deems necessary to implement the in-lieu parking program.
5. *Use of in-lieu parking fees.* The use of the in-lieu parking fees paid to the City shall be used for the operation of a downtown parking program which may include, but is not limited to, the provision and maintenance of public parking spaces, the operation of tram shuttle services linking public parking facilities and downtown activity centers, and services related to the management and regulations of public parking.
6. *In-lieu parking payments.* Fractional parking requirements may be paid for on a pro-rata basis. The property owner may purchase, or the City Council may require in-lieu parking credits to be purchased, either as permanent parking credits or as term parking credits in accordance with the following:
 - a. *Permanent in-lieu parking credits.* Parking space credits purchased under this permanent in-lieu option shall be permanently credited to the property. These parking credits may be purchased either by installment payments to the City over a fixed period of time, or by payment of a lump sum fee.
 - i. Under the lump sum purchase option, purchase shall be made by the property owner through payment of the total fee, in accordance with the procedures adopted by the Zoning Administrator and a written agreement, satisfactory to the City, with the property owner.
 - ii. The installment purchase option shall require an initial cash deposit and a written agreement, satisfactory to the City, binding the property owner to make subsequent monthly installment payments. The installment purchase agreement shall not create a payment term longer than fifteen (15) years, and shall include, but not limited to, payment procedures approved by the Zoning Administrator. Payment of the lump sum in-lieu fee, or payment of the installment purchase deposit and execution by both parties of the installment purchase agreement, shall be completed prior to the issuance of a building permit if a building permit is required, or to the issuance of a certificate of occupancy.
 - b. *Monthly term in-lieu parking credits:* Parking credits obtained by payment of a monthly in-lieu fee under this option are only for the term of the activity requiring the parking and are not permanently credited to the property. A monthly term in-lieu parking credit(s) requires a written agreement, satisfactory to the City, binding the property owner to make subsequent monthly payments. The agreement shall include, but not limited to payment procedures approved by the Zoning Administrator. The first monthly payment shall be made in accordance with the agreement.
 - c. *Evening-use term in-lieu parking credits.* Parking credits obtained by payment of a monthly in-lieu fee under this option are only for the term of the activity requiring the parking, limited to uses only open for business between the hours of 5:00 p.m. and 3:00 a.m., and are not permanently credited to the property. An evening-use term in-lieu parking credit requires a written agreement satisfactory to the City binding the property owner to make monthly payments. The agreement shall include, but not limited to payment procedures approved by the Zoning Administrator. The first monthly payment shall be made in accordance with agreement.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3225, § 1, 5-4-99; Ord. No. 3520, § 1, 7-1-03; Ord. No. 3543, § 1(Exh. 1), 12-9-03; Ord. No. 3662, § 2, 2-7-06; Ord. No. 3879, § 1(Exh. § 27), 3-2-10; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. § 119), 11-9-10; Ord. No. 4099, §

1(Res. No. 9439, Exh. A, § 30), 6-18-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 263), 5-6-14)

Sec. 9.109. - Evening-use parking.

- A. *Evening-use parking.* Evening-use parking is parking for establishments conducting business between 5:00 p.m. and 3:00 a.m.
- B. *Evening-use parking application .* The property owner of the served use shall file an application for proposed evening-use parking, including:
 - 1. A lighting plan for the parking in conformance with Article VII.
 - 2. An analysis of the location and availability of private parking spaces.
 - 3. A remote parking agreement in accordance with this article if the parking is not on the same property as the served use.
- C. *Zoning Administrator approval of evening-use parking.* The Zoning Administrator may approve an application for evening-use parking if the plans and analysis show the parking:
 - 1. Is within six hundred (600) feet of the property line of the served use.
 - 2. Is accessible to the served use by a direct, safe, continuous pedestrian way.
 - 3. Serves the purposes of this Zoning Ordinance.

(Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 31), 6-18-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 264), 5-6-14)

Sec. 9.110. - High occupancy vehicle parking.

- A. Parking for carpools, vanpools, and other high occupancy vehicles shall be located nearest the main building entrance with priority over all other parking except for mobility-impaired accessible parking.

(Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 32), 6-18-13)

Sec. 9.200. - Off-Street Loading.

Sec. 9.201. - General regulations.

All buildings hereafter erected or established shall have and maintain loading space(s) as determined by Development Review Board approval as outlined in article I, Section 1.900 hereof and subject to conditions herein.

- A. No part of an alley or street shall be used for loading excepting areas designated by the city.
- B. No loading space that is provided in an approved development review shall hereafter be eliminated, reduced or converted, unless equivalent facilities are provided elsewhere.
- C. All loading space shall be surfaced and maintained subject to the standards of Section 9.106.C.1.

(Ord. No. 3225, § 1, 5-4-99; Ord. No. 3774, § 4, 3-18-08; Ord. No. 3896, § 1(Exh. § 6), 6-8-10)